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J. W. S.

CHICAGO IN 1864.

ANNUAL REVIEW

OF THE

Trade, Business and Growth

OF

CHICAGO

AND THE NORTHWEST.

ANNUAL STATISTICS OF RAILROADS, BANKING
AND INSURANCE;

The Grain, Provision and Lumber Trade;

INTERNAL REVENUE AND LAKE COMMERCE;

WAREHOUSES, PACKING-HOUSES, WHOLESALE TRADE, PUBLIC
SCHOOLS, ETC., ETC.

(COMPILED FROM THE CHICAGO DAILY TRIBUNE.)

CHICAGO, ILL.:

1865.

Tribune Company's print, 51 Clark St.

MOORE & STEARNS,



General Insurance Agents,

No. 49 LA SALLE ST., CHICAGO.

We represent the following well-known Companies:

Capital and Assets.

Hartford Fire Insurance Company, Hartford, Conn.....	\$1,500,000
Springfield Fire and Marine Insurance Company, Springfield, Mass..	550,000
Merchants' Insurance Company, Hartford, Conn.....	320,000
Home Insurance Company, New Haven, Conn.....	620,000
City Fire Insurance Company, New Haven, Conn.....	350,000
Relief Fire Insurance Company, New York.....	335,000
Western Massachusetts Insurance Company, Pittsfield, Mass.....	250,000
Irving Fire Insurance Company, New York.....	260,000
Connecticut Fire Insurance Company, Hartford, Conn.....	275,000
Croton Fire Insurance Company, New York.....	270,000
Thames Fire Insurance Company, Norwich, Conn.....	240,000
Connecticut Mutual Life Insurance Company, Hartford, Conn.....	7,500,000
Travelers' Insurance Company, Hartford, Conn.....	500,000

MOORE & STEARNS, Agents.

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CHICAGO IN 1864.

(From the Tribune of Saturday, Dec. 31.)

On this the last day of the year, we present the readers of the TRIBUNE with a Review of the Trade and Commerce of Chicago for the year 1864. In the columns which follow will be found full and accurate statistics of the various branches of commercial and mercantile industry, with comparisons to mark the progress or change which has taken place from year to year, as far back as the commerce of our city can be traced.

An examination of the figures will reveal to our readers that, notwithstanding we are in the fourth year of the Slaveholders' rebellion, and in the midst of the greatest civil war ever known, the vast resources of the great North continue to be developed even more rapidly than ever before. Not only have our agriculturists, but also our manufacturers, merchants and mechanics, enjoyed during the year now about closed, an almost unexampled prosperity. In spite of the prophecies made four years ago, that "grass would grow in our streets," and that we would have "bread riots," &c., we are obliged to record the fact that never before in the history of our country, has there been such activity and success in all branches of trade, manufactures and commerce.

MONEY AND BANKING.

A most important feature of business in this city for the year just closed, has to do with the changes and developments in our banking system that have marked its history, and left their permanent and gratifying effect on its results. If we have learned something for our own advantage, of ourselves this year, we have even more emphatically taught that lesson to others, and stand to-day stronger, wider, and more solidly based than ever before as a commercial center. The outset of the year found us with one National bank organized, and that coldly received by its fellow institutions. It found us with a miscellaneous currency which made the sorting process laborious to our bankers, and noxious to the community, a mixed and motley mass of Eastern rag issues. It will be pardonable in us to recall the course of the TRIBUNE at the outset of the struggle which ended in the utter banishment of this trash from our channels of trade. We were the only one of the city press to urge that no delay should be allowed in its expulsion; that the West was selling its genuine sources of wealth for trash; that we could and should command good money. We stood alone among our city cotemporaries in this matter,

and it will be remembered that there stood with them some of the best and strongest of those who to-day are loudest in the praise of the new system. At a meeting of bankers and others, on May 7th, a proposition to fix upon a greenback basis was voted down. A week later it was adopted, so rapid was the change in public sentiment when fairly directed to the subject. Rag money went down "and made no sign." None of the evil bodings of the timid or the interested came true. There was forthwith enough of the new and universal currency to take its place, and the result showed what we urged from the first, that we have the staples the country must have, and what will always bring money and the best money if we demand it. It is beyond our present purpose to dwell here upon the full benefits of the change in system, and it is unnecessary, since they have been brought home to every reader. In former years, in the best times, Exchange on New York has ruled from 1 to 5 per cent, liable to be carried by the lightest panic to 18 or 20 per cent. This burden and this peril have been lifted from our trade. Exchange on New York throughout the year has averaged at par.

So rapidly has the National Bank system grown, that we have now seven National Banks in prosperous operation, as follows:—

BANKS.	PRESIDENTS.
First National.....	E. Aiken.
Second National.....	J. A. Ellis.
Third National.....	J. H. Bowen.
Fourth National.....	B. Lombard.
Fifth National.....	Joseph Lombard.
Mechanics' National.....	J. Y. Scammon.
Northwestern National.....	E. Sturgis.

The Manufacturers' National Bank has just been organized, with a capital of \$225,000. The Directors are Hon. Wm. H. Brown, L. B. Taft, D. J. Lake, Wm. Bross, Jas. Kelly, Chas. F. Gray, and J. H. Wicker. The Directors subsequently elected Hon. Wm. H. Brown President, and David J. Lake Cashier. The bank has taken the office recently occupied by the Marine Bank, and will commence business early in January. This is the eighth National Bank established in this city, and there are three or four others nearly ready to go into operation under equally favorable auspices and associations. By the opening of the next business season the amount of capital of National Banks in this city will exceed four millions of dollars, and will result in the transformation of most of our best and most solid institutions to the new system. The simple statement of such proof of endorsement of the National Bank system in an uniform National currency by our ablest and best established men is a significant fact that requires no stay by added comments of ours.

The year has been a most prosperous one to all our banking institutions. A brief but hoisterous flurry in October, in the sudden fall of gold, brought down three hollow in-

3671 Ill Hist Surv
data 25 Jan 44 Cadmus = 1865

stitutions, and that was all. The only wonder grew, when the storm was over, that these had lived so long. The other banks stood erect, some of them a little paler, and warned by the lesson given, but the majority went safely through secure in the channels of legitimate business. Had that storm of October last found our banks and community full of the miscellaneous currency, who will dare to say the results would have been the same.

To give an adequate idea of the extent of the banking interests of this city, we shall venture on only a few comparative general statements of facts well sustained and susceptible of careful proof. The banking transactions of Chicago are all for cash. It stands as the paymaster of the great Northwest, and disburses the millions in currency required to move its great food staples. Each year, by the opening of new channels and development of new currents of trade, has evidenced our legitimate and inevitable field. The great Upper Mississippi region no longer follows the flow of the Father of Waters. The new Territories, the far West with its new Eldorados have been added to the pay roll of Chicago. The banking capital of Chicago at the close of this year has more than doubled in the past twelve months, and is three times as large as that of 1862. We are now in the packing season, a period of heavy disbursement, but then it must be remembered that there is a complete lull in the transactions in grain. For the last sixty days the amount handled by our bankers daily is TEN MILLIONS of dollars.

Within the past fortnight one of our leading banking houses in a single day shows transactions reaching TWO MILLION AND A HALF OF DOLLARS, and there are other instances almost equally striking. It must be remembered that this is currency actually handled, counted, piled, and carried away. One million dollars a day goes into the country to the producer. Well may the bankers rejoice that the days of rag money are over. Imagine a banking house "sorting" two millions and a half of "red dog" a day. It would be simply impossible. In other words the present force of our bankers' assistants could do nothing with the mechanical question alone, of transacting their present amount of business in the old currency.

But if the figures of our present business are immense, and startling by their magnitude, take the accompanying actual fact that the necessity for duplication of our present capital is even larger than the necessity a year ago, which has brought us to our present stand point. It would be invidious and unjust to allow, even by remote inference, that the National Banks are alone the prosperous institutions, but we have dwelt upon these as the new feature of the year, and destined to extend their system to include still others of our older houses.

The question of establishing a Clearing-House in the city has been long discussed by our leading bankers and business men, and it meets with general favor. Of its necessity there is no doubt, and it only requires unanimity with regard to the plan on which it will be conducted to secure its prompt establishment. As a safeguard to bankers and business men generally, no time should be lost in organizing it in some shape.

GOLD.

During the past year, gold has been the commercial thermometer of the country. As the premium on gold rose or fell, so did the price of every article of merchandise. There was no exception to this—the speculator as well as the shipper, was guided by it—the importer and the exporter—the manufacturer and the dealer. The law of supply and demand, which usually regulates markets and values, was of very little importance when compared with the advance or decline in gold. In this way, commercial operators of all kinds have had to look, first at gold, and then at the supply or the demand. In order to keep fully posted, it has been necessary for a merchant almost to keep a telegraph wire in his pocket in connection with Wall street, for according to the motion of the "bulls" or "bears" he has had to shape his course.

It is not necessary in this Review to discuss the propriety or folly which may be thought to be connected with this state of affairs. Our province is now to state facts; and whether there has been any genuine cause or not for the violent fluctuations of gold, it is nevertheless true that as gold has advanced, the price of every single article has been advanced, and *vice versa*.

Below will be found a table, showing the range of quotations at which gold was sold in New York at the regular Stock Board, each day during the year up to date. Higher and even lower quotations ruled at the irregular meetings of gold speculators, but of these no accurate record exists, and we submit the figures of the regular Stock Board:

DAILY PRICE OF GOLD IN NEW YORK DURING THE YEAR 1864.

Jan. 2	152 @ 152 1/2	M'ch 4	161 @ 161 1/2
4	151 1/2 @ 152	5	161 @ 161 1/2
5	15 1/2 @ 152	7	161 @ 162
6	151 1/2 @ 151 1/2	8	162 @ 164 1/2
7	15 1/2 @ 152	9	166 @ 168 1/2
8	15 1/2 @ 152	10	164 1/2 @ 164 1/2
9	151 1/2 @ 152	11	162 @ 164 1/2
11	152 @ 152 1/2	12	161 @ 162 1/2
12	153 1/2 @ 154 1/2	14	160 1/2 @ 161
13	153 1/2 @ 154	15	161 @ 163
14	153 1/2 @ 155	16	161 @ 163
15	153 1/2 @ 155 1/2	17	160 1/2 @ 161 1/2
16	15 1/2 @ 154 1/2	18	162 @ 163 1/2
18	153 1/2 @ 159 1/2	19	162 @ 162 1/2
19	150 @ 159 1/2	21	161 1/2 @ 162 1/2
20	158 1/2 @ 158 1/2	22	163 1/2 @ 164
21	155 1/2 @ 159 1/2	23	164 @ 165 1/2
22	15 1/2 @ 158 1/2	24	166 @ 167
23	156 1/2 @ 156 1/2	25	163 1/2 @ 169 1/2
25	157 1/2 @ 158	26	168 1/2 @ 169 1/2
26	157 1/2 @ 158	28	165 @ 168 1/2
27	156 1/2 @ 157 1/2	29	165 @ 166 1/2
28	157 @ 157 1/2	30	16 1/2 @ 164 1/2
29	156 1/2 @ 157 1/2	31	161 @ 164 1/2
30	156 1/2 @ 157 1/2	April 1	165 @ 168 1/2
Feb. 1	157 1/2 @ 158	2	166 1/2 @ 166 1/2
2	157 1/2 @ 157 1/2	3	166 1/2 @ 167 1/2
3	157 1/2 @ 158 1/2	4	167 1/2 @ 168
4	157 1/2 @ 158 1/2	5	167 1/2 @ 168 1/2
5	157 1/2 @ 158	6	168 1/2 @ 170 1/2
6	158 @ 158 1/2	7	169 1/2 @ 171 1/2
8	158 1/2 @ 159 1/2	8	169 1/2 @ 169 1/2
9	159 1/2 @ 160	9	169 1/2 @ 171 1/2
10	159 @ 159 1/2	11	171 @ 171 1/2
11	159 @ 159 1/2	12	171 1/2 @ 174 1/2
12	159 @ 159 1/2	13	174 1/2 @ 174 1/2
13	159 @ 159 1/2	14	172 @ 175
14	159 1/2 @ 161 1/2	15	174 1/2 @ 175
15	159 1/2 @ 161 1/2	16	171 @ 173 1/2
16	160 @ 161 1/2	18	168 @ 171 1/2
17	160 @ 160 1/2	19	165 @ 169 1/2
18	159 1/2 @ 160 1/2	20	167 @ 169 1/2
19	158 @ 159 1/2	21	167 @ 169 1/2
20	158 1/2 @ 159 1/2	22	172 1/2 @ 175
22	158 1/2 @ 159	23	174 1/2 @ 179
23	157 1/2 @ 174 1/2	24	179 1/2 @ 181 1/2
24	157 1/2 @ 158 1/2	25	180 @ 184
25	158 @ 158 1/2	26	177 @ 181 1/2
26	15 1/2 @ 158 1/2	27	177 @ 180 1/2
27	158 @ 158 1/2	28	178 1/2 @ 180
29	158 1/2 @ 159 1/2	30	179 @ 179 1/2
M'ch 1	159 1/2 @ 160	May 2	177 1/2 @ 177
2	159 1/2 @ 160	3	177 1/2 @ 181
3	160 1/2 @ 161	4	178 1/2 @ 180 1/2

May 5.....177½ @ 178½	Aug. 19.....257 @ 257½	Dec 1.....225¼ @ 227¼	15.....294¼ @ 287
6.....173 @ 176	20.....256¼ @ 257½	2.....230¼ @ 232¼	16.....283¼ @ 281¼
7.....171 @ 173	22.....256¼ @ 257½	3.....228¼ @ 230¼	17.....225 @ 221
9.....168½ @ 173½	23.....257½ @ 258½	5.....226¼ @ 229¼	19.....211¼ @ 211
10.....167½ @ 168½	24.....254¼ @ 257	6.....230 @ 232½	20.....221¼ @ 225¼
11.....172 @ 176	25.....251¼ @ 255½	7.....237¼ @ 242¼	21.....222¼ @ 225¼
12.....173½ @ 174½	26.....253½ @ 256	8.....239 @ 243	22.....211¼ @ 214¼
13.....170½ @ 173	27.....245 @ 253	9.....240¼ @ 243	23.....220¼ @ 222¼
14.....171½ @ 173½	29.....235¼ @ 245	10.....239¼ @ 239¼	24.....210¼ @ 224¼
16.....172½ @ 175½	30.....231¼ @ 236	12.....232¼ @ 237	27.....214¼ @ 217¼
17.....177½ @ 177½	31.....234 @ 243	13.....233¼ @ 235¼	28.....216 @ 223
18.....182 @ 184	Sept. 1.....243 @ 249¼	14.....233¼ @ 235¼	29.....223 @ 224¼
19.....181¼ @ 183	2.....248¼ @ 254¼		
20.....180¼ @ 182	3.....226 @ 43		
21.....182¼ @ 183¼	5.....235 @ 243¼		
23.....181¼ @ 182¼	6.....240¼ @ 242¼		
24.....182¼ @ 183¼	7.....241¼ @ 242¼		
25.....184¼ @ 185	8.....235¼ @ 241		
26.....183 @ 184¼	9.....234¼ @ 239		
27.....186 @ 188¼	10.....218 @ 218½		
28.....185¼ @ 189¼	12.....213¼ @ 225		
30.....188 @ 191¼	13.....217¼ @ 228		
31.....188 @ 190	14.....223¼ @ 228		
June 1.....187¼ @ 190	15.....227¼ @ 229		
2.....190 @ 191	16.....223¼ @ 223		
3.....90 @ 191¼	17.....220¼ @ 222¼		
4.....190¼ @ 191	19.....224¼ @ 226¼		
6.....192¼ @ 194¼	20.....224 @ 226¼		
8.....193¼ @ 195	21.....220¼ @ 221¼		
9.....194 @ 198	22.....217¼ @ 217¼		
10.....197¼ @ 198¼	23.....210 @ 217		
11.....193 @ 195	24.....190 @ 212		
13.....193 @ 198	26.....185 @ 192		
14.....195 @ 198	27.....191¼ @ 174		
15.....196¼ @ 197¼	28.....194 @ 204		
16.....197 @ 197¼	29.....196¼ @ 201		
17.....195¼ @ 196¼	30.....190 @ 194¼		
18.....195 @ 195¼	Oct. 1.....189¼ @ 193¼		
20.....197¼ @ 198¼	3.....189¼ @ 192		
21.....199 @ 208	4.....181 @ 192¼		
22.....210 @ 220	5.....189 @ 190		
23.....205 @ 225	6.....192¼ @ 196¼		
24.....212 @ 217	7.....192¼ @ 205		
25.....215 @ 220	8.....197¼ @ 203		
27.....221 @ 240	10.....195¼ @ 198		
28.....234 @ 240	11.....193 @ 203		
29.....235 @ 240	12.....201 @ 204¼		
30.....215 @ 231	13.....202¼ @ 210		
July 1.....222 @ 231	14.....208 @ 217¼		
2.....230 @ 250	15.....218 @ 230		
3.....235 @ 249	17.....217¼ @ 222¼		
5.....243 @ 241¼	18.....215 @ 215		
6.....242 @ 273	19.....208¼ @ 219¼		
7.....266¼ @ 276¼	20.....207 @ 211¼		
8.....260 @ 275	21.....217 @ 203¼		
9.....276 @ 285	22.....210 @ 212¼		
11.....271 @ 282	24.....212¼ @ 216¼		
12.....303¼ @ 273	25.....217¼ @ 218¼		
13.....253 @ 268	26.....212¼ @ 217¼		
14.....244 @ 261	27.....215 @ 216¼		
15.....243¼ @ 251¼	28.....215¼ @ 217¼		
16.....254¼ @ 261¼	29.....213¼ @ 217¼		
17.....253¼ @ 263¼	Nov. 1.....229¼ @ 241¼		
18.....261 @ 263¼	2.....229¼ @ 246		
19.....253¼ @ 260	3.....226 @ 236		
20.....250¼ @ 257¼	4.....232¼ @ 237¼		
21.....253¼ @ 256	5.....234 @ 246¼		
22.....255¼ @ 258¼	7.....238 @ 244¼		
23.....257¼ @ 259¼	8.....@		
24.....254 @ 257¼	9.....@		
25.....254 @ 257	10.....@		
26.....250 @ 253¼	11.....258 @ 243¼		
27.....253 @ 258	12.....242 @ 245		
28.....251 @ 259	13.....242¼ @ 246¼		
29.....253 @ 257	14.....237¼ @ 241¼		
30.....257 @ 258	15.....229 @ 240		
	16.....229 @ 240		
	17.....218 @ 229		
	18.....209 @ 219		
	19.....215¼ @ 221¼		
	20.....217 @ 217		
	21.....231¼ @ 239¼		
	22.....230 @ 234¼		
	23.....227¼ @ 231¼		
	24.....219 @ 225		
	25.....225 @ 233		
	26.....223 @ 236		
	27.....229¼ @ 232¼		

THE INSURANCE BUSINESS.

The Insurance interests of Chicago, always large, have assumed proportions during the past year never reached before, and the magnitude of which can only be realized by aggregating the business of the various institutions doing business here. The vast accumulations of property from the surrounding country, attracted here by the superior warehouse facilities afforded by Chicago, the concentration of the provision trade at this point, the heavy stocks of merchandise required by our merchants to supply the vast trade of the Northwest, in connection with the augmented values attaching at the present time to every species of property, render the requirements in the way of insurance exceedingly heavy. It is doubted if any American city, outside of New York, exceeds Chicago in the amount of its local insurance business. To carry the risks often required in single localities taxes to the utmost the combined resources of our seventy foreign and local companies doing business here. Fourteen agencies and firms are engaged in the fire business, whose combined premiums for the last year slightly exceed \$900,000. One of the leading Eastern fire companies * in view of the importance of its business at this point, and the country contiguous, has just erected a branch office to accommodate business, at a cost of \$35,000. Others, it is believed, will follow its example.

The Marine premiums approximate to \$420,000, received at the various agencies during the past season, while the premiums taken by the different Life Insurance Agencies, including both general and local, reach \$500,000 more.

An idea of the popularity of this branch of the business in Chicago may be formed from the fact, that a single agency† represents over 1,200 policies in force in this city, and THREE THOUSAND in the State. Added to the above the business of several General Agency offices, in the fire business, located in this city, for premiums reported from agencies located in different States, to the offices here, exceed half a million of dollars, that of a single office reaching \$400,000. The combined insurance business therefore of this city for the past year falls but little short of \$2,500,000. Its Insurance business alone, may be safely pointed to, as evidence of the metropolitan character of Chicago.

The "Hartford Building."

THE HARTFORD FIRE INSURANCE COMPANY.

[From the Chicago Tribune, Jan. 8.]

The relations this Company sustains to this city and the North-west, through its business enterprises, seems to require that more than a passing allusion should be made to them, in writing up the financial and commercial character of Chicago.

This Company has long been known as among the most vigorous and stable institutions.

* Hartford Fire Insurance Co.

† Connecticut Mutual Life.

of the country ; its reputation has a national character, and its name passes as a synonym of honor wherever its transactions have reached.

This city in view of its character as a radiating point, and of its promise as the commercial and financial centre of the North-west, was selected several years since by this Company as the base of its future operations for the States comprising its Western Department, being those of Ohio, Indiana, Michigan, Illinois, Wisconsin, Minnesota, Iowa, Nebraska, Kansas, Missouri, Kentucky, and prior to commencement of the war of remaining South-western States. Since that time it has been quietly and unobtrusively pursuing at its Clark street office, a business which, in point of magnitude, is reached by but few American fire offices. The location of the new Merchants' Exchange, on LaSalle street, determined the Company to prepare more permanent and eligible quarters for its business, and the realization of that determination may be seen in the elegant marble front structure, 49 LaSalle street, known as the Hartford Building, and which will hereafter rank as among the most chaste and beautiful of the many handsome edifices devoted to finance and commerce in this city. The dimensions of the office are 26 by 60 feet, and it consists of three high stories, over a basement also high and airy, and which is mostly above ground. The front is of finely wrought Athens marble. Its architectural features are of the Italian order, being massive and grand, and, in this respect, they are eminently in keeping with the character of the institution for whose use the office has been reared.

The front is surmounted by a heavy and elaborate stone balustrade, on which stands out in stone letters the words "HARTFORD FIRE INS. CO.," "WESTERN DEPARTMENT." The windows are of a very pleasing pattern, with heavy ornamented stone caps, and are of the finest quality of polished plate glass, imparting great richness to the general appearance of the structure.

Entering the building, we discover that, in its construction, the use of soft wood and paint have been entirely discarded, and, from foundation to top, its interior fittings are all of clear white ash, which by a peculiar oil finish is made to present a most beautiful and unique appearance. In looking through the apartments, one is led to discover the superiority of the natural over the artificial, and to wonder why we spend so much in trying to imitate nature, when she furnishes us so prodigally with that which so much surpasses our best attempts at copying her designs. To those who contemplate the erection of fine buildings we submit that this institution, in the particular referred to, has taken a step towards forming a correcter taste, worthy of imitation.

The suits of offices on the main floor are occupied by Messrs. MOORE & STEARNS, for several years prominently associated with Insurance interests in this city, and who join with their representation of the Local Department of the "Old Hartford" the following well known Companies, giving them a list the public have proven their appreciation of by the prosperity and prominence secured to this firm. Their full list of Companies is as follows: Hartford Fire Insurance Company, Hartford, Conn.; Springfield Fire and Marine Insurance Company, Springfield, Mass.; Merchants' Insurance Company, Hartford, Conn.; Home Insurance Company, New Haven, Conn.; City Fire Insurance Company, New Haven, Conn.; Relief Fire Insurance Company, New York; Western Massachusetts Insurance Company, Pittsfield, Mass.; Irving Fire Insurance Company, New York; Connecticut Fire Insurance Company, Hartford, Conn.; Croton Fire Insurance Company, New York; Thames Fire Insurance Company, Norwich, Conn.; CONNECTICUT MUTUAL LIFE INSURANCE COMPANY, of Hartford. In their new location, Messrs. MOORE & STEARNS are admirably well placed in one of the most elegant and commodious offices in the city. On the second floor are the rooms of the General Agent, and his assistants in the Corresponding department, and on the third, those of the Copying and Supply departments. We should mention that the basement office is also used for insurance purposes by Messrs. OLCOTT & MARSH. The building contains five massive stone vaults, each furnished with Hendrickson's (Brooklyn, N. Y.) patent fire and burglar proof doors. All of the interior furniture is of heavy oiled walnut, and in its pattern in keeping with the character of the building. The entire building is warmed by one of Murray & Gold's steam heating apparatus, and every appurtenance connected with the building seems to be of the best and most complete description. The whole effect conveyed by an inspection, both of the interior and exterior of the structure, is that

of the *solid* and the *enduring*; everything gaudy or ephemeral in its character has been studiously avoided.

This enterprise has been inaugurated and prosecuted to completion for the Company, under the supervision of G. F. BISSELL, Esq., who, as General Agent of the Company, has the entire management of the affairs of the institution in its Western Department.

The business features of the office deserve a moment's notice. This institution is devoted to the business of fire insurance exclusively, which is prosecuted through an extensive system of agencies, located throughout the different States before alluded to—these agencies, between four and five hundred in number, each submit their monthly returns of all transactions and receipts to this office the same as if it were an independent office—all losses occurring on its territory are adjusted and paid through this Department, so that the office combines all of the features of a local company, doing a vast business throughout a dozen different States. This division of Eastern and Western business is found both advantageous and necessary for various reasons, we will not take time to state here—it is a feature, however, that certainly should be popular with Western customers of the Company, and the substantial prosperity of the institution renders abundant proof that it is so.

The business of the office, including the necessary supervision of its large field, the adjustment of losses, location of agencies, and a multitude of other matters connected with an extensive agency business, requires a large clerical force, and gives employment to a variety of the best business talent. The office labors of the Department are performed by the General Agent and a force of eight assistants, while four adjusting and supervising assistants are employed outside the office.

The department of supplies is one of no small importance in an office like this. More than 500,000 miscellaneous advertisements are distributed from this office annually, through its agencies; besides the blanks consumed by so large a number of agents, each one of which requires a complete outfit of books, blanks, &c., amounts to an enormous aggregate, and furnishes no inconsiderable sum of business for Chicago printers. Happening into the printing department of the Tribune, a day or two since, we observed a single edition of calendars being struck off, amounting to nearly 60,000 for the agencies of this Company.

It is gratifying thus to notice the enterprises of an institution that has stood through fair weather and storm, for more than half a century, and still exhibits signs, neither of decrepitude or age—on the contrary, in its plans and arrangements for future business, and in its intelligent realization of the business character and wants of our city and the Northwest, it shows the vigor of a giant, just stripping for the race towards eminence. Such institutions are an honor to American character, and reflect the highest credit upon the sagacity of those whose patient toil and inflexible integrity have built them up.

Such alliances of Eastern capital, as that herein indicated, we would strive to encourage. They are not only gratifying to every citizen of Chicago in the highest degree, but are full of promise respecting the perpetuity of our country under one Government, and constitute a practical bar to the prevalence of any such insane idea as that which has sometimes found encouragement, that certain sections of that country may be “left out in the cold;” and while we hope to witness other accessions to the financial character of Chicago similar to that chronicled above, we would express the hope that the “Old Hartford” may reap the full reward to which she is entitled by virtue of her honorable enterprise.

THE CONNECTICUT MUTUAL LIFE INSURANCE COMPANY.

Among equally well managed Life Insurance Companies, that is the safest, the cheapest, and the most deserving of confidence which has done and is doing the largest amount of business; for, while it is demonstrably safe to contract ten thousand such obligations, it would be extremely hazardous to continue operations if a company could form only a few hundred of them. The expenses of management for a small and new company are relatively much greater than for a large and old one. The occurrence of a severe epidemic, accepted as the severest test of solvency, could have very little effect on a large company that insured at least ten thousand lives, for it would not diminish its large available means more than a small percentage. Making a careful comparison from official tables between five of the large companies, that have existed at least sixteen years, and insured on an average fifty-five millions of dollars each, the mean annual rates of receipts to expenses is between nine and

ten per cent., while in five of the smallest companies, insuring only about three millions each, this mean rate is nearly FORTY PER CENT. The cost of insuring one's life in one of these latter companies is from twenty to thirty per cent. more than it need be and would in an old company like the Connecticut Mutual. It is obviously for the direct profit of the insured to share the prosperity and dividends of a prosperous company. The Connecticut Mutual has now twenty thousand policies. What will be the cost to a smaller company to reach the same list, and in the face of competition which this company did not have to meet in its earlier period of growth? It is obvious that the insured in a new company have to share the expenses of a struggle in which they have no other possible advantage than that afforded at a less expense by an institution already well established.

During the past year the Connecticut Mutual have issued eight thousand policies—a larger number than was ever issued in one year by any company in the United States or Europe. Under the management of its General Agency for this State, by Messrs. MOORE & STEARNS, the Company's business in Illinois is very much larger than that of any Life Insurance Company doing business in the State.

[From the New York Insurance Monitor, December.]

"At the risk of repeating what everybody knows, we may affirm that Hartford, in Connecticut, is, and for many years has been, a great centre of Insurance interests. Whether the people of Hartford are more prudent than other people, we do not undertake to say; but they have certainly taken with extreme relish to the business of Insurance. Some twenty companies have been established there, among which the *Ætna*, and the Hartford Fire, have long ago made themselves a national reputation. The Connecticut Mutual Life is, of course, a younger Company than these old standards; still it is, as most people know, an old corporation, and one that has ever been honorably esteemed. But it is not so well known that the Connecticut Mutual has outstripped these, and all life insurance competitors, in point of assets, and amount of annual premiums received. The unprecedented increase in this Company's business, during the past year—as shown in its report to the Commissioners of Massachusetts—is so surprising that we are impelled to put it on record. The Connecticut within the past year, has been involved in wordy warfare with the Insurance Superintendent of New York, and has been the subject of some newspaper comment, and strictures from competing Life Insurance Companies as to its method of making dividends. But this persecution has done the Company good, rather than evil—if we may judge by its increased activity, and the unexampled prosperity which its enterprise has secured. Opposition has given it increased action and success. It has issued, in the year ending Nov. 1st, 7,580 policies—the largest number, it is believed, ever issued by a Life Company, within one year. The receipts of the Company, in premiums, were over Two Millions of Dollars, and its receipts, in interest, were \$626,389.95. Its whole number of policies now in force is 21,896, the largest of any Company in existence."

"The Connecticut commenced business in 1847, without any capital. At present its assets amount to over \$7,000,000, being an increase of a million and a quarter in one year, and it has, since its organization, paid losses to the amount of \$4,000,000, and dividends to the extent of \$3,000,000. This is a fine record of success, and we do not wonder that the question is often asked—How is it that the Connecticut is so marvellously successful? It has no general traveling agent, and—except occasionally in the columns of the *Monitor*—it does not advertise. We answer, that its Chief Managers are thorough workers, who know men as well as business, and who seldom or never fail, in their selection of agents, to secure live, practical persons. These, by correspondence and by occasional visits, they bring up to a working pitch, and a faithful thoroughness, commensurate with their own. Thus the Company is fortunate in having trustworthy, strong men in control of its affairs. This is much—and, we think, is a sufficient explanation of the Company's prosperity—a prosperity, which we have all the more pleasure in recording because it has been won by quiet, persistent labor, and is enjoyed with modest dignity."

[From the Chicago Tribune, Jan. 6.]

"ACCIDENTS WILL HAPPEN."

This old familiar adage underlies the principle and the value of the TRAVELERS' INSURANCE COMPANY, of Hartford, established within the past year, and represented in this city

by Messrs. MOORE & STEARNS. It is based on the accepted fact that all mankind are constantly liable to casualties that peril life and limb, that may disable the head of the family and leave his tender ones without support,—that may turn the tools of the mechanic, or the swift wheels of commerce, into destroying and destructive agencies, and leave the sufferer dependent on charity for support. For just this exigency is the “Travelers’ Insurance Company” intended, and the name is a misnomer for a large class of its patrons, unless, indeed, it is meant that we are all *travelers* through this dangerous world of ours. Not only is it for protection against accident by travel, but also the security of the mechanic at his work among tools and wheels,—of citizens of all classes in their homes,—of all persons, indeed, against casualties of every sort; not, indeed, to avert the dispensation, but to provide against its possible effects. The family of the day laborer can easily spare enough from their income to furnish this shield to their household, and it is neither necessary nor wise for families better off in this world’s goods to neglect to even more liberally seek the same safeguard. Already Messrs. MOORE & STEARNS, since their assuming the agency in this city, have issued at the rate of over two thousand Policies per annum. Shall we give two instances of losses already paid under circumstances the public will appreciate? One of these is a total loss in the death of the insured, in which case the Company is Life Insurance. The other is that of a mechanic, who secures an ample income from a small payment of premium, sufficient to cover the expenses of his period of disability. Let all read and ponder these cases, and learn thereby, better than a volume could give, the beneficence of the principle of the “Travelers’ Insurance Company.”

HANS IVERSON.—On Monday morning, Dec. 19th, 1864, Hans Iverson, a workman in the Illinois Central Car Works, at Chicago, Ill., while engaged at work upon a tenoning machine, and using his left hand to guide the same, his hand came in contact with the revolving plane, amputating the first joint of the forefinger, and severely injuring the remaining fingers. Dr. Ammerman, Physician and Surgeon for the Ill. C. Works, dressed the wound, having considerable trouble to stop the bleeding, and pronounced it a case of total disability for at least two or three months. The unfortunate man, however, is well provided for, he having been insured in the “Travelers’ Insurance Company” two weeks previous to the accident for \$2,000, from which Company he receives ten dollars per week compensation.

STEPHEN SUPER.—The advantages of a “timely investment” are thus well told in the *Hartford Evening Press*, reviving an item of news already familiar to many of our city readers. We quote as follows:

“The Travelers’ Insurance Company received advices yesterday of their first total loss under a General Accident Policy. Stephen Super, a railroad conductor on the line from Peoria to Galesburg, Ill., was instantly killed, last week, by falling between the cars of his train. His Policy was the second one issued by the agent at Galesburg, who had held his appointment but a very few days. By this timely provision, and an investment of only \$30, this poor man’s family have secured the handsome sum of \$5,000, which will be promptly paid.”

Ought there to be any other hint needed to show the inestimable value of this branch of insurance. It is the sole Company of this kind on the continent, and is well and excellently based. It commends itself to every family man, every son and brother upon whom others are dependent for support, and, quite as much, to those alone in the world, who are thus secured against the evil consequences of casualties of all kinds, the loss of income during the period of disability from accidents being effectually guarded against.

THE NATIONAL DEBT.

The following is a statement of the public debt on the 1st day of January in each of the years from 1791 to 1842 inclusive, and at various dates in subsequent years to July 1, 1864:

Jan. 1, 1791	75,463,476.52
1, 1792	77,227,924.63
1, 1793	80,252,634.4
1, 1794	78,427,404.77
1, 1795	80,747,587.31
1, 1806	83,762,172.07
1, 1797	82,064,419.33

Jan. 1, 1793	79,228,529.12
1, 1799	78,408,669.77
1, 1800	82,976,291.35
1, 1801	83,023,050.80
1, 1802	80,712,632.25
1, 1803	77,054,686.20
1, 1804	86,427,120.83
1, 1805	82,212,151.50
1, 1806	75,743,270.66
1, 1807	69,243,398.64
1, 1808	65,196,317.97
1, 1809	57,023,192.26
1, 1810	53,174,217.52
1, 1811	48,005,587.70
1, 1812	45,209,737.90

Jan. 1,	1813,	55,062,827.57
1,	1814,	51,437,816.24
1,	1815,	99,883,660.15
1,	1816,	127,334,433.74
1,	1817,	123,441,965.66
1,	1818,	103,466,633.33
1,	1819,	95,529,648.23
1,	1820,	91,015,566.15
1,	1821,	89,937,427.77
1,	1822,	93,546,676.98
1,	1823,	90.8 5.8 4.28
1,	1824,	91,269,777.77
1,	1825,	83,738,432.71
1,	1826,	81,054,039.49
1,	1827,	73,945,257.20
1,	1828,	67,475,042.87
1,	1829,	58,421,413.67
1,	1830,	48,565,406.50
1,	1831,	39,123,191.68
1,	1832,	24,322,235.1
1,	1833,	7,001,032.88
1,	1834,	4,760,081.08
1,	1835,	351,282.03
1,	1836,	291,084.05
1,	1837,	1,678,223.55
1,	1838,	4,377,440.40
1,	1839,	11,933,737.55
1,	1840,	5,125,077.65
1,	1841,	6,737,398.00
1,	1842,	15,028,486.37
July 1,	1843,	27,203,450.04
1,	1844,	24,744,188.32
1,	1845,	17,093,794.80
1,	1846,	16,750,926.3
1,	1847,	34,656,623.23
1,	1848,	43,526,379.37
Dec. 1,	1849,	64,704,693.71
1,	1850,	64,228,283.37
Nov. 20,	1851,	62,500,395.26
Dec. 30,	1852,	65,181,692.13
July 1,	1853,	67,549,027.73
1,	1854,	47.2 2, 06.04
Nov. 17,	1855,	39,963,711.06
15,	1856,	30,463,949.64
July 1,	1857,	29,060,336.90
1,	1858,	44.9 0, 777.60
1,	1859,	58,754,690.21
1,	1860,	64,769,703.03
1,	1861,	90,867,828.66
1,	1862,	514.21 371.95
1,	1863,	1,098,793,181.32
1,	1864,	1,740,690,489.3

Debt of the State of Illinois, December 31, 1864.

The following is a complete table of the indebtedness of the State of Illinois, all of which bears interest at the rate of 6 per cent per annum :

Illinois bank and internal improvement stock.....	\$31,000 00
Illinois internal improvement stock.....	42,000 00
Internal improvement scrip	19,770.33
Liquidation bonds.....	234,650.21
New internal improvement stock.....	1,848,407.55
Interest bonds.....	1,266,836.96
Interest stock.....	701,404.75
Two certificates of arrears of interest	1,002.58
Refunded stock.....	1,397,000.00
Normal university bonds.....	65,000 00
War bonds.....	1,679,100.00
Thornton loan bonds (act approved Feb. 21, 1861).....	182,000.00
Balance canal claims (under same act)	3,624.58
Illinois and Michigan canal bonds (payable in New York).....	1,618,000.00
" London.....	1,631,668.50
Interest certificates canal stock not registered	17,661.33
Canal scrip, signed by Governor.....	2,616.97
Total.....	\$11,121,564.45
Same time 1862	\$12,222,388.20

Debt of Cook County, Illinois, December 31, 1864.

County bonds.....	\$203,000	
Less taxes set apart for redemption	10,000	
		\$193,000

Volunteer scrip.....	576,000
“ “ new issue, being part of \$200,000 authorized	5,000
Total.....	<u>\$774,000</u>

**Debt of the City of Chicago, Decem-
ber 31, 1864.**

Floating liabilities and bills payable..	\$79,295.39
Funded debt, old issues.....	371,000.00
" " new issues.....	950,500.00
School fund bonds.....	28,000.00
Sewerage debt.....	1,100,000.00
Water debt.....	1,308,000.00
Total.....	\$3,836,795.39

EXPORTS AND IMPORTS OF THE UNITED STATES.

The following table shows the gross value of the exports and imports of the United States from the beginning of the Government to June 30, 1864 :

EXPOTS.			
Year and g.	Dome. d. Ex.	Total Expt's	Total Impr.s.
1796.	\$ 19,566,000	\$ 30,205,156	\$ 23,000,000
1791.	18,500,000	19,012,081	19,200,000
1792.	19,000,000	20,755,098	31,500,000
1793.	24,000,000	26,109,572	31,100,000
1794.	26,500,000	33,026,233	34,600,000
1795.	29,500,000	47,989,472	69,756,268
1796.	40,764,067	67,608,107	81,436,144
1797.	29,836,243	56,859,430	75,759,050
1798.	25,627,007	61,600,097	68,000,000
1799.	33,432,522	78,665,622	79,000,148
1800.	31,840,903	70,971,780	91,232,768
1801.	47,473,204	94,115,925	111,863,511
1802.	36,781,899	72,483,160	76,333,333
1803.	42,305,961	55,810,033	64,606,606
1804.	41,467,477	77,099,074	85,000,000
1805.	42,537,003	95,566,021	126,000,000
1806.	41,253,727	101,596,963	139,410,000
1807.	48,039,532	128,343,150	138,500,000
1808.	9,433,466	52,200,970	50,000,000
1809.	33,403,702	52,202,233	50,000,000
1810.	42,306,755	66,657,070	85,400,000
1811.	45,294,043	61,316,833	53,400,000
1812.	30,321,109	38,527,236	77,030,000
1813.	25,018,332	27,855,927	29,000,000
1814.	6,782,272	6,927,441	12,905,000
1815.	45,913,433	52,557,753	113,041,274
1816.	64,731,895	81,920,352	147,163,000
1817.	65,313,500	87,671,560	99,250,000
1818.	73,854,457	93,241,131	121,150,000
1819.	70,700,833	70,700,833	87,800,000
1820.	51,683,640	69,691,660	74,450,000
1821.	43,671,894	64,974,382	68,583,744
1822.	49,874,079	72,160,281	89,221,541
1823.	47,155,403	74,690,430	77,579,267
1824.	55,640,500	78,980,657	95,919,007
1825.	66,941,745	99,528,388	96,340,075
1826.	53,055,110	77,505,322	84,974,477
1827.	58,921,681	82,394,127	79,484,668
1828.	50,619,668	72,264,686	88,550,634
1829.	55,600,429	72,358,677	74,422,527
1830.	59,462,025	73,268,083	78,766,920
1831.	61,277,057	81,810,583	103,191,224
1832.	81,137,400	87,176,913	101,029,266
1833.	71,137,698	99,148,341	107,000,000
1834.	81,242,162	104,336,973	126,521,352
1835.	101,189,092	121,693,577	149,895,742
1836.	106,016,960	128,663,940	189,900,035
1837.	95,544,414	117,419,316	140,989,217
1838.	96,938,321	109,486,616	113,717,404
1839.	118,532,818	118,532,816	162,092,411
1840.	118,405,656	124,000,000	160,441,515
1841.	106,822,742	121,831,083	127,916,177
1842.	92,909,696	104,691,534	104,116,467
1843.	47,793,783	84,846,480	64,753,799
1844.	99,715,759	111,200,046	105,435,095
1845.	99,99,776	114,645,606	117,254,564
1846.	102,418,893	113,388,716	121,691,797
1847.	150,637,464	158,634,692	146,513,638
1848.	132,904,121	154,032,131	154,968,728
1849.	132,006,835	145,735,230	147,857,499
1850.	119,616,512	135,731,739	178,138,303
1851.	106,689,718	123,381,011	126,934,932
1852.	91,363,914	209,678,366	212,945,422
1853.	218,417,697	231,976,157	267,978,647
1854.	2,430,870	278,211,064	304,562,331
1855.	246,718,553	275,156,846	261,466,520
1856.	310,586,330	336,964,908	314,639,942

THE GRAIN TRADE.

The Grain Trade of Chicago still continues to be one of the leaping features of the Commerce of the Northwest. In the columns which follow will be found tables showing the receipts and shipments of Flour and all kinds of Grain during the year 1864, with comparative statistics. By reference to these it will be found that the receipts of Flour and Grain are equal to **45,952,741** bushels, against 56,079,903 bushels received in 1863. This falling off in the receipts of ten millions of bushels is due solely to the failure of the Corn crop of 1863, which reduced the supply from 25,459,508 bushels in 1863, to 13,623,087 during 1864. The receipts of Wheat show a slight increase on those of last year, and there has been a very remarkable increase in the supply of Oats.

This exhibit of Agricultural enterprise on, the part of the Northwest, which has sent to the armies in the field more soldiers than any other section of the country, is truly wonderful; but it is only another illustration of the immense resources of the country. Notwithstanding the drain which has been made on us for men and means, agricultural pursuits have been pushed forward with redoubled energy and vigor, and now a much greater breadth of land is under cultivation, in the fourth year of the war, than was before known in the history of the country.

Total Imports and Exports of Flour and Grain.

The following tables show the receipts and shipments of Flour and Grain in Chicago during the past four years:

TOTAL RECEIPTS OF FLOUR AND GRAIN FOR FOUR YEARS.

	1861.	1862.	1863.	1864.
Wheat, bu.....	17,539,909	13,728,116	11,180,314	11,357,196
Corn, bu.....	26,543,293	29,449,328	25,459,503	13,623,087
Oats, bu.....	1,833,258	4,133,722	9,139,525	13,653,941
Rye, bu.....	476,005	1,038,825	869,760	909,116
Barley, bu.....	417,129	872,053	1,093,246	740,446

Total.....	46,862,534	49,227,044	43,703,483	40,243,786
Add Flour into Wheat.....	7,226,965	8,331,953	7,371,420	5,768,955

Total.....	54,089,519	57,558,999	56,079,903	45,952,741
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The following table shows the shipments of Flour and Grain for four years past from this city:

TOTAL SHIPMENTS OF FLOUR AND GRAIN FROM CHICAGO FOR FOUR YEARS.

	1861.	1862.	1863.	1864.
Wheat, bu.....	15,788,385	13,808,598	9,341,881	10,545,389
Corn, bu.....	24,186,882	29,452,616	24,444,147	12,557,925
Oats, bu.....	1,453,854	3,112,306	7,144,891	14,587,637
Rye, bu.....	422,492	871,794	835,133	746,763
Barley, bu.....	185,493	584,195	680,735	262,145

Total.....	42,237,936	47,777,965	4,864,890	38,747,859
Add Flour into Wheat.....	7,125,445	8,699,245	7,683,455	5,767,420

Total.....	49,363,381	56,477,110	50,548,345	44,515,289
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The following table shows the shipments of all kinds of Grain from Chicago for the past twenty-seven years:

SHIPMENTS OF FLOUR (REDUCED TO WHEAT) AND GRAIN, FROM CHICAGO FOR TWENTY-SEVEN YEARS.

Years.	Wheat.	Corn.	Oats.	Rye.	Br'ly.	Total.
1838.	73	....	....	....	....	73
1839.	3,678	....	....	....	....	3,678
1840.	10,000	....	....	....	....	10,000
1841.	40,000	....	....	....	....	40,000
1842.	586,907	....	....	....	....	586,907
1843.	688,907	....	....	....	....	688,907
1844.	923,494	....	....	....	....	923,494
1845.	1,024,620	....	....	....	....	1,024,620
1846.	1,599,619	....	....	....	....	1,599,619
1847.	2,136,944	67,133	38,892	....	....	2,243,201
1848.	2,289,060	569,460	65,230	....	....	3,001,740
1849.	2,102,800	641,518	26,840	31,453	....	2,769,111
1850.	1,387,989	262,013	198,054	22,872	....	1,869,938

Years.	Wheat.	Corn.	Oats.	Rye.	Br'ly.	Total.
1851.	790,830	3,321,317	605,827	19,997	....	4,616,991
1852.	941,470	2,757,011	2,030,917	27,038	17,915	5,873,441
1853.	1,730,918	2,740,253	1,748,493	12,275	62,162	6,412,161
1854.	2,744,681	6,837,890	3,894,657	148,441	41,113	12,992,386
1855.	7,110,279	7,547,678	1,888,533	92,637	20,192	16,683,760
1856.	9,419,365	11,099,151	1,454,719	19,651	590	21,583,221
1857.	10,753,292	6,814,615	3,677,778	17,998	....	18,092,678
1858.	10,960,213	7,495,212	1,496,181	127,004	7,569	20,085,166
1859.	10,556,789	4,217,654	1,741,177	478,162	131,449	16,753,795
1860.	16,054,519	13,743,172	1,039,739	156,642	2,011	31,256,697
1861.	22,913,820	24,186,882	1,655,384	422,492	15,299	49,363,381
1862.	2,962,655	21,452,616	3,112,668	87,179	56,477	27,110
1863.	17,539,909	24,444,147	7,144,891	835,133	69,763	40,243,786
1864.	16,312,519	12,557,925	14,587,637	746,763	262,145	44,515,289

FLOUR.

The receipts of Flour during the year 1864 amount to 1,141,791 barrels, against 1,474,284 received in 1863, showing a decrease of 332,493 barrels—a deficiency of about 22 per cent. There are two reasons for this; first, the low stage of water during the summer months, compelling the mills to stop running; and, secondly, the great fluctuations in the Wheat market. The millers found out that it would not pay to manufacture Flour in the face of so many fluctuations, and many of the mills were shut up in consequence.

There has been an equal falling off in the shipments. This is owing to the decreased foreign demand and the cutting off the Canada trade. Heretofore in years past, a large business was done with the Canadas, principally in the way of the lower grades, for consumption among the lumbermen, but the depreciated state of the currency, and the great fluctuations in the Gold market, compelled the Canadians to look at home for their supplies. One fact worthy of notice is the increasing amount of St. Louis and Southern Illinois Flour (manufactured from White Wheat) which is now sold here. Formerly St. Louis and "Egypt" shipped its Flour to New York by way of Cincinnati, but now large quantities of it are daily sold on 'Change here, for the Eastern markets. The New England trade still maintains its own with us.

The following table shows the receipts of Flour in this market for thirteen years:

RECEIPTS OF FLOUR FOR THIRTEEN YEARS.			
	Brls.		Brls.
1852	53,337	1859	742,012
1853	48,247	1860	700,006
1854	158,575	1861	1,446,147
1855	250,602	1862	1,638,931
1856	224,321	1863	1,474,284
1857	338,534	1864	1,141,791
1858	524,945		

The following table shows the shipments of Flour for twenty-one years:

SHIPMENTS OF FLOUR FOR TWENTY-ONE YEARS.			
	Brls.		Brls.
1844.	6,930	1855.	163,419
1845.	13,752	1856.	216,389
1846.	28,045	1857.	256,648
1847.	22,538	1858.	426,281
1848.	45,200	1859.	696,960
1849.	51,309	1860.	719,339
1850.	100,571	1861.	415,895
1851.	72,466	1862.	1,230,449
1852.	61,190	1863.	1,536,601
1853.	74,190	1864.	1,138,486
1854.	103,627		

Flouring in Chicago.

In addition to the large quantity of Flour received in this city, there is a large amount manufactured here, which is not shown in the tables elsewhere published. There are nine milling establishments in this city, where are annually made some 250,000 barrels of Flour, consuming some 1,250,000 bushels of wheat. The manufacture is mostly confined to red winter and choice spring extras, all of which hold a high repute in this as well as Eastern cities. The old Chicago Mills, on South Water street, long in the occupancy of Gage

& Heartt, were sold early last spring to Mr. Shufeldt, who transformed them into a large rectifying establishment.

The following table shows the manufacture of Flour, and by whom made, during the years 1864 and 1863:

MANUFACTURE OF FLOUR IN CHICAGO FOR THE YEARS 1864 AND 1-63.			
Mills.	1863.	1864.	
B. Adams & Co.....	40,000	48,258	
Chicago Mills.....	17,300	25,260	
J. D. Cole, Jr.....	21,015	25,260	
Empire Mills.....	14,000	8,000	
South Branch Mills.....	21,900	21,900	
Lake Street Mills.....	23,000	21,600	
Middle-n Mills.....	34,915	25,000	
Oriental Mills.....	40,000	5,000	
State Mills.....	25,000	40,000	
City Mills.....	20,000	20,000	
Marple's Mills.....	18,700	18,700	
Total.....	236,361	255,038	

The following table shows the amount of Flour, made in this city, during the past five years:

MANUFACTURE OF FLOUR IN CHICAGO FOR FIVE YEARS.	
1864.....	2,565,8
1863.....	2,232,261
1862.....	2,261,980
1861.....	2,291,852
1860.....	2,227,60

Meal.

In addition to the above a large quantity of Meal has been manufactured in the city—there being a number of small mills devoted exclusively to its manufacture. We give the following statement of the amount made as far as could be collated:

O. N. Brainard.....	tons 6,000
E. K. Hubbard.....	2,500
B. Adams & Co.....	500
N. E. Mills.....	240
Clinton Street Mill.....	1,500
Pacific (just started).....	200
Empire.....	400
Lake Street Mills.....	1,000
Three others estimated.....	4,000
Total.....	18,200

In addition to the above, Messrs. Recard & Brierley, Empire Mills, have manufactured 4,000 brls Rye Flour during the year.

WHEAT.

The receipts of Wheat during the year 1864 foot up 11,257,196 bushels, against 11,180,344 bushels received in 1863. This shows an increase of 76,852 bushels in favor of the year 1864. The crop of 1864 was excellent in quality—both winter and spring—with about an average yield. White Winter Wheat was in light receipt, but the supply of Red Winter was good, both in extent and quality. White Winter Wheat is principally confined to Egypt, and is either marketed in St. Louis, or manufactured in the immediate neighborhood of its growth.

As will be seen from the above table, the Wheat market has undergone great fluctuations, being entirely governed by the erratic course of Gold. In the beginning of January the market opened at \$1.17 1-2 @1.18 1-2 for No. 1 Spring, declined to \$1.13 1-2@1.15 in February, advanced to \$1.30@1.31 towards the end of April, dropped to \$1.19@1.20 in the first week in May, and on the 18th June jumped to \$1.50@1.52. A week later noticed an advance of 26c; still another week, another 20c and during the next week, still another jump of 20c was effected—the market touching \$2.16@2.18. Here it did not long remain; Gold commenced to “back water,” and wheat followed suit, making it “the winter of our discontent” for some. About the end of August prices commenced to lower, gradually, indeed, until the 1st of Decem-

ber, when the inspection rules were changed, and the new grade of No. 1 sold for \$1.68 1-2.

Under the present system of inspection, it is an impossibility for anything to be done in the way of “doctoring,” and, as a consequence, the “scalpers,” like Othello, find their “occupation gone.”

The following table shows the receipts and shipments of wheat in Chicago for a series of years:

RECEIPTS OF WHEAT FOR THIRTEEN YEARS.			
	Bus.		Bus.
1852.....	927,496	1859.....	8,181,746
1853.....	1,487,465	1860.....	14,568,427
1854.....	3,38,965	1861.....	17,560,909
1855.....	3,523,097	1862.....	13,978,116
1856.....	3,767,760	1863.....	11,180,344
1857.....	10,544,761	1864.....	11,257,196
1858.....	9,761,233		

SHIPMENTS OF WHEAT FOR TWENTY-ONE YEARS.			
1844.....	891,894	1855.....	6,293,455
1845.....	926,800	1856.....	8,337,420
1846.....	1,450,534	1857.....	9,465,632
1847.....	1,914,304	1858.....	8,421,338
1848.....	2,163,800	1859.....	7,337,593
1849.....	1,936,081	1860.....	12,487,634
1850.....	1,883,644	1861.....	15,788,855
1851.....	437,630	1862.....	15,848,898
1852.....	636,003	1863.....	9,341,681
1853.....	1,31,648	1864.....	11,545,359
1864.....	2,109,725		

CORN.

The receipts of Corn during the year 1864, amount to 13,623,087 bushels, showing as compared with the receipts of 1863—25,459,508 bushels, a decrease of 11,836,421 bushels, or about forty per cent. This may be attributed entirely to the destruction of the crop of 1863 by the memorable frosts in the latter part of August and beginning of September of that year. This frost was not confined to any one section of the West, but prevailed throughout the entire corn producing States in the Mississippi Valley. This year however, the crop is excellent both in quality and yield, and from all we can learn, the receipts here will be larger next year than ever before. The damage inflicted on last year's crop and the consequently high prices induced the farmers to sow a greater breadth than usual. This together with the good yield and excellent quality will give us next year much larger receipts.

market ruled comparatively steady from the opening of the year, until the opening of navigation, when prices began to advance, slowly at first, but more rapidly afterwards, until the 9th of July, when they touched 137@138c. The market did not long remain at this figure. Gold commenced to fall back, and corn as well as other articles, accompanied it, but only in a measure. The deliveries here began to gradually diminish, and under the influence of a good demand prices held their own pretty well, the lowest figure allowable being 120c. On the 19th of November the market touched 140c, the highest prices probably ever realized in the west. Since the close of navigation the receipts have greatly decreased the speculative demand fell off, and the market relaxed into a state of “chronic indisposition” from which it has not yet recovered. During the past five or six weeks the demand has been confined almost entirely to “New Corn,” this year's crop, which is graded rejected, and the inquiry for old corn has been restricted to small parcels for grinding.

The following table shows the receipts and shipments of Corn in this city for a series of years:

RECEIPTS OF CORN FOR THIRTEEN YEARS.

	Bushels.		Bushels.
1852	2,991,011	1859	5,410,003
1853	2,869,359	1860	15,487,906
1854	7,190,753	1861	26,543,283
1855	8,532,277	1862	29,449,318
1856	11,883,898	1863	26,450,508
1857	7,409,300	1864	13,623,057
1858	8,360,033		

SHIPMENTS OF CORN FOR SEVENTEEN YEARS.

	Bushels.		Bushels.
1848	566,460	1857	6,811,615
1849	644,848	1858	7,493,312
1850	263,043	1859	4,217,654
1851	8,231,317	1860	13,743,173
1852	2,757,011	1861	21,865,382
1853	2,730,353	1862	29,452,510
1854	6,837,899	1863	21,441,147
1855	7,547,678	1864	12,557,925
1856	11,29,658		

RYE.

The receipts of Rye during the year 1864, foot up 969,116 bushels, against 869,760 bushels for the year 1863, showing an increase of 99,356 bushels. As compared with the year 1862, we note a falling off of 69,709 bushels. This decrease is owing to the fact that during the first half of the year, the receipts were greatly curtailed, in consequence of the greatly increased demand by country distillers, on account of the failure of the corn crop of 1863. After the distilleries had ceased running in the month of August, the receipts greatly increased. Had the receipts during the first eight months of the year, been commensurate with those of the last four, we should have received nearly as much more, as we now chronicle. Within the past two or three weeks, a better local demand has sprung up; during the season of navigation the inquiry has been moderate.

The following table shows the price of Rye in Chicago on the 1st day of each month for four years:

PRICE OF RYE FOR FOUR YEARS.

	1861.	1862.	1863.	1864.
Jan.....	47@48	32	59	\$1.02½
Feb.....	42	34½	80 @	86 1.04
Mar.....	45	42@42½	80½	1.00
April.....	40	35	75	1.02
May.....	43@44	45	73½	1.23
June.....	38	39@40	73	1.37
July.....	30	41@41½	60½@	67 1.40
Aug.....	30	50	61	1.38
Sept.....	25	44	56 @	56½ 1.35
Oct.....	29	42	83	95 @1.00
Nov.....	31	48	91 @	92 1.16
Dec.....	34	49½ \$1.03	@1.03½	1.18

The following table shows the receipts and shipments of Rye in this city during a series of years:—

RECEIPTS OF RYE FOR SEVEN YEARS.

1858	70,651	1859	223,175
1860	925,439	1861	475,005
1862	1,088,825	1863	890,760
1864	969,116		

SHIPMENTS OF RYE FOR SEVEN YEARS.

1858	127,008	1862	571,756
1859	478,162	1863	8,51,333
1860	129,156	1864	793,703
1861	422,492		

OATS.

The receipts of Oats during the year just closing, amount to 13,653,941 bushels. As compared with the receipts during the year 1863—9,139,525 bu—we note an increase of 4,514,416 bu—nearly an increase of 50 per cent. Owing to the relatively high prices of Oats compared with other grains, caused by the enormous demands by Government, the farmers throughout the West sowed a much larger area this spring than in former years. The crop turned out excellent in quality, and unsurpassed in yield. Immense quantities of Oats were shipped to the armies in the South

and Southwest, mostly by rail, while larger quantities, after being transported by water to New York, were purchased there by Government agents and shipped to the armies in Virginia and along the Atlantic coast. Large quantities were shipped to New Orleans both on Government and private account, via the Illinois Canal and the Mississippi River.

be seen that the prices of Oats during the year 1864 are nearly 50 per cent in advance of the year 1863, and from two to four times those of 1862. This is not so much owing to the advance in gold as to the enormous demands for the use of the armies in the field. The lowest point reached during the year was 57@57½c, on the 8th October, and the highest 79@81c, on the 9th July. The market has fluctuated almost daily during the year—keeping pace in a measure with the gold quotations.

The following table shows the receipts and shipments of Oats in this city for a series of years:

RECEIPTS OF OATS FOR TWELVE YEARS.

1853	1,875,770	1859	3,813,013
1854	4,194,385	1860	1,629,906
1855	2,977,138	1861	1,833,253
1856	2,219,87	1862	4,138,732
1857	1,707,245	1863	9,139,525
1858	1,295,532	1864	13,653,941

SHIPMENTS OF OATS FOR EIGHTEEN YEARS.

1847	38,892	1856	1,014,547
1848	65,280	1857	416,738
1849	26,819	1858	1,438,134
1850	158,044	1859	1,74,771
1851	605,827	1860	1,039,779
1852	2,030,371	1861	1,065,834
1853	6,842	1862	3,113,366
1854	2,229,957	1863	7,574,994
1855	1,859,538	1864	14,588,637

BARLEY.

The receipts of Barley during the year just closing, amount to 760,446 bushels, against 1,098,346 bushels in 1863, showing a decrease of 337,900 bushels, or nearly 33 per cent. We know of no other reason for this great falling off, than the probable one that a less breadth was sown this year than last, the farmers preferring to sow oats instead. Barley is a very tender cereal, and after being harvested requires a great deal of attention. It is absolutely necessary to preserve it from rain and dew, to prevent its being stained, which depreciates its value. For this reason, the farming community, especially in newly settled sections, where it is customary to stack grain, prefer sowing other grains which will realize as much, or nearly as much as Barley, at less trouble.

The crop this year, though small was good, much better than usual, and the demand was fairly active.

The following tables show the receipts and shipments of Barley in this city for a series of years:—

RECEIPTS OF BARLEY FOR EIGHT YEARS.

1857	127,689	1861	417,129
1858	411,421	1862	872,953
1859	662,187	1863	1,098,346
1860	673,005	1864	740,446

SHIPMENTS OF BARLEY FOR SEVEN YEARS.

1858	75,069	1862	532,195
1859	131,419	1863	668,735
1860	290,211	1864	262,145
1861	155,293		

THE PROVISION TRADE.

It is only a very few years since the provision trade of Chicago was considered of but little importance. Cincinnati, Louisville, St. Louis, and other Western cities were the chief packing points, and the business done at Chicago was then of but secondary importance. The same causes, however, will

made Chicago the greatest interior grain mart in the world, have made it the greatest beef and pork market. The rapid development of the great Northwest, and the construction of an almost perfect network of railroads, centering in this city, have contributed to this result; and now the trade is only kept within its present limits by the insufficiency of the means of transportation. The increase in population and wealth in the States of Illinois, Indiana, Iowa, Minnesota, Wisconsin, Kansas and Nebraska—and the extraordinary development of the resources of these States and territories, even in the midst of the greatest civil war the world has ever seen, have rendered Chicago the most important central market on the continent. It is the chief collecting-point for the immense herds of beefs, which annually graze on the great prairies of the West, and for the enormous crop of hogs which is annually raised by the farmers and stock-breeders. By reference to tables given elsewhere, it will be seen that in 1855, there were received in Chicago only 10,715 beefs, while in 1864, the enormous quantity of 336,627 beefs were brought here by railroad alone. In 1855, the receipts of hogs amounted to only 302,068, which in 1863 grew to 1,900,519, and in 1864, notwithstanding the failure of last year's corn crop, the receipts amount to 1,582,047. Such an extraordinary development of resources, and such an increase in trade and commerce are without parallels in history, ancient or modern. To any one not acquainted with the rise and progress of the West such an increase is scarcely conceivable, and even to our own citizens who have marked the statistics annually, it is truly marvellous.

But when we consider that but a small fraction of the territory of which Chicago is the natural outlet has yet been populated and developed, and that the immense lines of railroads which branch out from our city are even now severely taxed to carry the products to market, the future of the Provision trade can hardly be estimated. When every county from Lake Michigan to the Missouri River, and from the Ohio to the Red River of the North, is populated as are the counties of the Eastern States, what a magnitude will this trade have assumed! Ten years ago the man who would have dared to predict that Chicago would before 1864 pack more Hogs than Cincinnati, would have been pronounced a lunatic; and it would be equally hazardous to predict the position which this trade will have assumed ten years hence.

The Beef Packing.

For many years Chicago has stood pre-eminent for her Beef packing; and although this business has increased in other points throughout the West, packing outside of Chicago is comparatively a small affair. It is proper also to note that, situated as we are in the largest Cattle market in the United States, our packers have the pick of the Beefes offered for sale, which opportunity they improve, as the quality of Chicago Beef has always taken the lead in the markets of the world.

As we are now in the midst of the packing season, we cannot give the full statistics for the season, but up to date there have been packed at the Beef houses in the city about **65,000** head. The following table shows the Beef packing for a series of years:

BEEVES PACKED IN CHICAGO FOR FOURTEEN YEARS.

Season.	No. Packed.
1851-52.....	21,866
1852-53.....	24,663
1853-54.....	25,431
1854-55.....	22,691
1855-56.....	28,972
1856-57.....	14,187
1857-58.....	34,675
1858-59.....	45,505
1859-60.....	51,809
1860-61.....	55,249
1861-62.....	55,212
1862-63.....	43,163
1863-64.....	70,466
1864-65, up to Dec. 27, 1864.....	65,000

As we have three months yet before the packing season is over, it is probable that there will be a greater number of Beefes packed this season than during any former year in the history of the trade.

The following is a list of the Beef-Packing Houses in operation this season:

BEEF-PACKING HOUSES.

Cragin & Co.	Culbertson, Blair & Co.
Wooster, Hough & Co.	Favorite & Son.
G. S. Hubbard & Co.	Leland & Mixer.
D. Kreigh & Co.	Turner & Nicles.
A. E. Kent & Co.	John Hayward.
Stewart, Sanger & Holman.	Griffen Bros.
J. E. Norwood.	Jones, Gilford & Co.

The Pork Packing.

The progress of the Pork Packing in Chicago is one of the best illustrations which can be given to show the rapid development of the Northwest. In the season of 1852-53, there were packed in this city only 48,156 Hogs. In 1857-58, it had increased to 99,262; in 1861-62 to 514,118; and in 1862-63 the packing reached the enormous number of 970,264. Last season the number packed was only 904,658, which showed a slight falling off from the packing of the previous season, but the decrease was light as compared with Cincinnati, which showed a falling off of upwards of 250,000 during the same season.

As we are now only in the middle of the season of 1864-65, we cannot present our readers with accurate figures of the packing; but deducting the shipments of Hogs from the receipts, a fair estimate can be arrived at, according to which process of calculation, it would appear that up to date we have packed about 638,000 Hogs. At present, owing to a diversity of opinions with regard to the hog crop, it is difficult to estimate the season's packing at this point; but it is fair to presume that we will come nearly if not quite up to the business of last season, and many good judges predict that it will even exceed the packing of the great season of 1862-63.

Below will be found a comparative statement of the pork-packing in Chicago and Cincinnati for thirteen seasons:

HOGS PACKED IN CHICAGO AND CINCINNATI FOR THIRTEEN SEASONS.

Season.	Chicago.	Cincinnati.
1852-53.....	49,156	361,400
1853-54.....	52,849	421,000
1854-55.....	73,021	355,766
1855-56.....	80,650	405,399
1856-57.....	71,000	314,532
1857-58.....	99,262	416,677
1858-59.....	135,000	382,426
1859-60.....	167,918	431,499
1860-61.....	231,335	453,479
1861-62.....	511,118	474,164
1862-63.....	970,264	608,457
1863-64.....	904,658	357,640

PORK-PACKING OF 1864-65.

As we are now in the middle of the Pork-packing season, we cannot give accurate returns of the number packed up to date; but

Deducting the shipments from the receipts the result obtained would give an approximate idea of the packing up to date:

	1864.	1863.
Total receipts.....	893,402	983,263
Total shipments.....	259,518	259,572

Left for Packers..... 633,884 723,691

It is thought that the deliveries from farmers in the immediate vicinity will equal the number used in city consumption, and by families for their own curing.

As a proof that the above estimate of the packing for the season is probably near the mark, we would state that Mr. Henry Milward, Provision Broker, yesterday made up a rough statement, consisting of actual returns for the most part, and partly from estimates, by which the packing up to date was placed at about 670,000. Probably the number of Hogs received by trains will make up the difference between our figures and Mr. Milward's.

LIST OF PORK PACKERS IN CHICAGO.

The following is a list of the Beef and Pork Packers doing business in this city during the present season:

Cragin & Co.	Shaw & Moody.
Wooster, Hough & Co.	Culbertson, Blair & Co.
G. S. Hubbard & Co.	Favorite & Son.
Kreigh & Co.	Leland & Mixer.
A. E. Kent & Co.	Turner & Nicolas.
Stewart, Sanger & Holman.	John Hayward.
Bowers & Co.	Thorne & Co.
Reid & Sherwin.	V. A. Turpin & Co.
Griffin Brothers.	Tobey & Booth.
R. McCabe & Co.	Pulsifer & Co.
Singer & Co.	Flint & Thompson.
Murphy & Co.	Gardner & Co.
G. W. Higgins & Co.	Jones, Gifford & Co.
J. E. Norwood.	Thomas Nash.
J. M. Spafford & Co.	C. L. Palmer.
Freeman, Burt & Co.	McKichan, Quirk & Co.
Charles Cleaver.	Rhodes & Whyte.
McConkey & Hall.	Gregston & Co.
Taylor, Barron & Co.	Key, Blackmore & Co.
Daggett & Whiteside.	G. A. Rhodes, Jr. & Co.
Ricker & Co.	O. Lippincott.
Bell & Deverill.	Davis, Pope & Co.
Louis Richberg.	T. D. Booth & Co.
John Nash.	Joseph Nash.
R. & W. H. Smith.	G. W. Reynolds & Co.
P. Curtis.	W. Coker & Co.
	Cofin & Perkins

The above list of packers are substantially about the same number as were in operation last season. There are some new houses built and several changes and improvements made in old houses, which we note below:

Messrs. LELAND & MIXER, who occupied the old "Brown" Pork and Beef House last season, have built a new packing house, on the corner of Seventeenth and Grove streets. The main building is 100 by 112 feet, with a wing for tanks, kettles, boilers, etc., 30 by 55 feet. It is two stories high, with a light and airy basement, which is eight feet clear, and well adapted for bulking meats. The hanging room has accommodations for 250 cattle and 2,500 hogs. The capacity of this house may be greatly increased, but they are capable this season of slaughtering and packing 1,000 hogs or 200 head of beef cattle daily. It is the design next season to increase the tanks and Kettles so as to run the house to its full capacity. The chief aim of the proprietors was to erect a convenient house in a convenient locality, and this they have accomplished, besides having introduced all the modern improvements.

The land belonging to the house, extends to the Grove street railroad track, so that product can be shipped on cars at the house for all the roads.

It is proper to state in this connection that Leland & Mixer have a high reputation as packers of both beef and pork. Their brands generally command the highest market prices both here and in New York.

J. E. NORWOOD, who packed last season on the South branch of the river, has constructed a new and commodious house on the lake shore, south of Cottage Grove, which is well adapted for packing both beef cattle and hogs. Mr. Norwood, for many years was a prominent packer on the Mississippi River, and his brand has an excellent reputation.

KEY, BLACKMORE & Co. have, during the present season, leased or purchased one of the packing-houses built by R. McCabe, Esq., on the South branch of the river, a few years since. It is constructed of stone, and is a large and commodious house. Messrs. Key, Blackmore & Co. came here from Madison, Ind., where they have enjoyed an excellent reputation. Thus far their brand has been received favorably by our provision operators. They are practical packers, and thorough business men.

JONES, GIFFORD & Co. are packing here this season, for the first time, in the house formerly occupied by J. E. Norwood, on the South branch of the river. They were formerly in the pork business in Iowa, and are first-rate packers. The house is large and commodious, and is fitted up for both beef and pork packing.

TAYLOR, BARRON & Co. have purchased the house formerly occupied by Alexander Bell, on the Archer Road, and are engaged in the packing of Hogs this season. The house has been to a great extent remodelled, and with a corps of excellent hands, under the superintendence of one of the best provision men in the West, they have already earned a high reputation as careful and reliable packers.

CULBERTSON, BLAIR & Co. is the firm which has taken the place of Jones, Culbertson & Co. This packing house is one of the largest and most perfect in the United States, and during the past season, quite a number of improvements have been made in its interior arrangement, among which is the fitting it up for packing beef, which has been largely carried on in it during the present season. The leading partners, Messrs. Culbertson & Blair, are practical men, and every pound of product turned out by them has a high reputation.

DAGGETT & WHITESIDE have during the past summer erected a new packing house on Milwaukee avenue, with a capacity to pack 400 dressed hogs daily. They are practical men, and their brand has a first rate reputation. Their house is fitted up specially for the cut-meat trade.

SHAW & MOODY have constructed a new house on the South Branch of the river during the past summer, and they are engaged in packing hogs this season. They have a capacity to handle about 500 hogs per day, and come here with a good knowledge of the business in which they are engaged.

RICKER & Co. are packing in the house formerly occupied by C. L. Palmer, on the south branch of the river. This house, though small, is well fitted up, and the meats and pork turned out have a good character on the market.

DAVIS, POPE & Co., well known as commission merchants, are packing dressed hogs this season in a house on the north side of the river. Like everything else these gentlemen do, the business is thoroughly and well done, as the character of their product will attest.

M'KICHAN, QUIRK & Co. are packing this season in George Steel & Co.'s house on West Randolph street. Mr. Solomon M'Kichan has the sole management of the house, and his long experience as a packer (in the firm of Geo. Steel & Co.) is a sufficient guarantee of the character of the brand. The business partners of the firm, Dow, Quirk & Co., are long and favorably known as men of high integrity and honorable dealing.

A. E. KENT & Co., during the present season, has fitted up in their large and commodious house, a series of circular saws for cutting beef. The *modus operandi* has been already explained to our readers and we need not here recapitulate, only to state that it is a complete success, not only as a labor saving improvement, but also in the character of the work performed. The saws cut the beef much better than by hand and at the same time saves the labor of about twenty hands.

BELL & DEVERILL are packing dressed Hogs on Lake street, in the store where A. E. Kent & Co., first commenced business as packers. Mr. Bell is well and favorably known to the trade as an excellent packer.

The following table shows the weekly prices of Mess Pork, Prime Mess Pork, Prime Lard, and Mess Beef during the year:

WEEKLY PRICES OF PROVISIONS DURING THE YEAR 1864.				
	Mess Pork.	P. M. Pork.	Prime Lard	Mess Beef.
Jan. 2.	\$18.00@18.25	\$14.25@14.75	11½ @12	\$ 10.00
9.	18.25@18.50	15.00	13	10.00
16.	19.5 @30.00	16.50@17.00	12½ @12½	11.50@12.00
23.	18.00@19.00	16.00	13½	11.50@12.00
30.	19.00	16.50	11½	11.00@12.00
Feb. 6.	19.00	16.50	11½ @12	11.5 @12.00
13.	19.00@20.00	16.75@17.00	12 @12½	11.50@12.00
20.	20.00	17.50	12½ @12½	11.50@12.00
27.	20.00	17.50	12½	11.50@12.00
Mar. 5.	20.00@21.25	18.00	12	11.50@12.00
12.	20.00	18.50	12	12.00
19.	20.00	19.00	11½	12.50@13.00
26.	22.00	20.00@20.50	11½ @12	14.00@14.50
April 2.	21.50@22.00	21.00	12 @12½	14.50
9.	23.00@24.50	23.00	12½ @13	15.00@15.50
16.	24.0 @25.00	24.50@25.00	13½ @13½	15.00
23.	25.00@26.00	25.12@25.75	13½ @13½	15.50@16.00
30.	26.00@27.00	26.50	13½ @13½	15.50@16.00
May 7.	26.75@27.00	26.00@26.50	13½	15.50@16.00
14.	27.00	26.00	13	15.50@16.00
21.	27.00	26.00@26.50	13½	16.00@17.00
28.	28.50@29.00	27.00	13½	16.00@17.00
June 4.	30.00	30.00	14½	16.00@17.00
11.	30.00@31.00	31.00	15½	.....
18.	33.00	31.00@32.00	16 @17	.....
25.	37.00@37.50	35.00	16 @17	.....
July 2.	40.00	38.0 @39.00	17½ @17	17.00@18.00
9.	42.25@43.00	40.00	18½ @19	18.00@19.00
16.	42.00	.....	18	18.0 @19.00
23.	38.00@40.00	36.0 @38.00	18	18.00@19.00
30.	37.00 @39.00	36.00@37.00	18½ @18½	18.0 @19.00
Aug. 6.	37.00@38.00	36.00@37.00	19½ @20	18.00@19.00
13.	40.00	38.00	20	21.00@22.00
20.	41.00	39.00@40.00	22	21.00@22.00
27.	40.00	.....	22½ @23	.....
Sept. 3.	42.00	41.00	22½ @23	.....
10.	42.00	41.00	23	.....
17.	42.50@42.75	.....	23½	.....
24.	43.00	.....	.....	.....
Oct. 1.	42.00@43.00	.....	22 @23	.....
8.	.....	.....	.....	.....
15.	.....	.....	.....	15.00
22.	43.00	.....	.....	15.50
29.	36.00@37.00	33.00@34.00	19½ @20	16.00
Nov. 5.	38.00@39.00	38.00	21½	16.00
12.	36.00@36.50	33.00@34.00	22	16.00
19.	36.50	32.50@33.50	21½	16.00
26.	35.50	31.00	21	17.00
Dec. 3.	34.00	31.50	20½	16.00@16.50
10.	37.00	34.50@35.00	22	17.00@18.00
17.	38.00@39.50	37.00@37.50	23 @22½	17.00@18.00
24.	38.00	34.50@35.50	21½ @22	17.00@18.00

LIVE STOCK TRADE.

In reviewing the movements of our Live Stock trade for the year which has now closed, it is more than gratifying to us to note the firm and rapid progress we are making, as the recognized center for supplying the wants of this and the European continents. Whilst some of our older markets have begun to show symptoms of decrepitude, and this too to a very marked degree under the deficiency of the supply of the past year, this has steadily progressed, both in the number of our operators, and the amount of capital invested in the trade. But large as our present trade is, when we reflect that it is only now in its infancy, the mind can scarcely predict its future.

Hogs.

The receipts of Hogs, Live and Dressed, during the year 1864, amount to 1,582,047 head, as will be seen from the annexed weekly table. As compared with last year, during which the supply was the largest ever known in this city, there is a decrease of 378,472 head. That the deficiency should be so small is a matter for congratulation rather than otherwise, considering the unprecedented difficulties which have combined to lessen the supply. Before the maturity of the corn crop of 1863, a very severe frost occurred, by which the anticipated crop was very materially lessened; and a large portion so damaged as only to be fit for immediate use. This portion was at once used, but with little real good, to feed off the crop off Hogs then in the country, so as to send them into the market during the current year. The result of which was that a large number of Hogs intended for the market in the early months of this year, were sent in during the months of October, November, and December, of 1863. In the months of January and February of this year the weather was for its severity without a parallel in this section of the country, and from the suddenness of its approach a very large number of Hogs in Iowa, Wisconsin, and Illinois were destroyed; thus, not merely reducing very materially our resources for packing operations early in the season—but also cutting off a large portion of young Hogs which otherwise would have gone to swell our receipts since October last. The natural result is that the present season opened four or five weeks later than during previous years, and although the corn crop has been most abundant, and the weather all that could be desired for feeding stock, still the receipts were backward, and in point of numbers fall short of the supply for the corresponding months of last year, though in quality they have been very far superior, not only to those of 1863 but of any previous year in the annals of our trade.

It would therefore but be anticipated, that the crop for this season will fall short of last year, and if it were to show a very large deficiency there would be no room for surprise, considering the serious drawbacks which have had to be encountered. On this point information is very freely brought in from all parts of our Hog growing districts, but as the statements made are of a conflicting character, they certainly cannot be regarded as sufficiently conclusive to base any approximating idea of the actual deficiency which will ultimately be shown. This is clear that every effort is being used by stock growers to increase the supply; and that so far they have

been aided in a very marked manner, both by the abundant supply of food, and by a most propitious season for the maturing of their stock.

In common with the general advance in the cost of all descriptions of produce the prices of Hogs have been throughout the year not only unprecedentedly high, but have been marked by extreme firmness. Whilst this has been very satisfactory to the producers, it has necessitated the employment of a very much larger capital than formerly could have been used, as a fair estimate, three times the amount of money is now required to purchase the same number of Hogs as last year.

Beef Cattle.

The trade for Beef Cattle during the year has been unusually active and prosperous. The receipts for the year 1864 amount to 336,627 head, and show an increase on the receipts of the year 1863 of 43,246 head. Whilst the receipts show a fair increase, the shipments have fallen short of those of the year 1863 by 23,697 head, thus very clearly indicating an increase in our home consumption corresponding with the extraordinary growth of our population.

Our shipping demand instead of as formerly, being almost exclusively confined to the Eastern markets, has been very materially diverted by the demand for our Eastern and Western armies. During the spring and summer months most of the army contracts were filled in this market; thus creating and sustaining a degree of activity in our stock yards, together with extreme firmness in prices, which have not during any previous year been attained.

Although the supply, in point of numbers, has been satisfactory, the general quality of the stock has not been equal to that of the year 1863. This, however, is readily accounted for by the deficiency of the corn crop, and the feverish anxiety which has existed on the part of farmers to satisfy the urgent army demand for medium grades of stock. The legitimate and inevitable consequences of this are very apparent in the almost entire absence of well fed Cattle in the receipts of the past two or three months. There has never been a more eager desire on the part of the Eastern operators than is now manifested to purchase for spring delivery prime to extra qualities of Beef Cattle, price being quite a secondary consideration.

Of distillery fed stock, the market during last spring was well supplied, and unprecedentedly high prices were obtained; but owing to the action of Congress in reference to Highwines, distillers have been idle; thus effectually cutting off the ordinary supply for the ensuing season.

The fact has never been so apparent as during the year now closed, that this is rapidly becoming the great center of the Northwest for supplying the increasing wants of the entire country. The markets formerly chiefly supplied from Ohio and Indiana—as Philadelphia, Baltimore, New York, Brighton, Cambridge and Albany—are now depending principally upon Chicago for the best Beef; and the Canadians regard the Illinois Beef as the best they can procure.

Sheep.

Our Sheep market has been very fairly supplied throughout the year; and the city demand for well fed stock has exceeded that of any previous year. One very important feature in its relation to the future of our Northwestern States for the supply of Wool, is the

immense numbers of sheep which have gone from this market to stock the rich grazing lands of the Northwest. We only regret that there are no statistics from which we could give the numbers that have been thus furnished. During the month of August upwards of 40,000 head were sent westward from this market, consisting chiefly of the best breeds for supplying the choicest descriptions of Wool. It will be under-estimating the numbers of stock Sheep thus forwarded westward as being upwards of 100,000 head during the past year.

The following table exhibits the comparative receipts and shipments of Hogs and Cattle at Chicago for the past ten years:

RECEIPTS AND SHIPMENTS OF HOGS AND BEEF CATTLE
IN CHICAGO FOR TEN YEARS.

Year.	Hogs.		Beefes.	
	Rec'd.	Shipped.	Rec'd.	Shipped.
1855.....	302,068	145,580	10,715	8,253
1856.....	293,625	281,340	21,950	22,502
1857.....	251,115	131,316	48,524	25,502
1858.....	330,009	176,368	118,151	48,149
1859.....	281,496	212,840	90,574	35,973
1860.....	355,834	156,384	155,753	104,122
1861.....	615,002	380,084	204,579	124,122
1862.....	1,334,890	491,133	249,655	172,745
1863.....	1,900,519	810,453	298,381	293,217
1864.....	1,582,047	701,854	326,627	179,530

HIGHWINES.

The receipts of Highwines during the year just closing, amount to 142,846 brls against 137,947 brls for the year 1863, showing an increase of 4,899 brls. The shipments for the year 1864 foot up 133,145 brls against 159,312 brls in 1863—a decrease of 26,167 brls.

The agitation in regard to the taxation of Highwines, at the session of Congress last winter, started considerable inquiry into the extent of the traffic in spirits in the United States, and the quantity of whisky manufactured.

From the census reports we learn that in 1850, there were manufactured in this country 41,364,224 gallons of Highwines, and that in 1860 it had increased to 80,453,039 gallons—an increase in one decade of nearly 100 per cent. In 1860 there were in operation in the United States 1,138 distilleries; the census of 1850 does not give the number in operation at that date—connecting them with breweries.

The following table gives the number of distilleries in each State of the Union in 1860, and the amount manufactured in 1850 and 1860:

State.	1860.		1850.	
	No. of Distillers.	Gal. manuf.	Gal. in 1850.	
New York.....	77	21,923,732	9,291,700	
Illinois.....	42	15,165,700	2,315,000	
Ohio.....	137	15,147,475	11,865,150	
Indiana.....	32	8,358,560	4,472,074	
Pennsylvania.....	91	8,338,302	6,548,510	
Kentucky.....	166	4,217,303	1,865,585	
Missouri.....	19	1,572,300	99,000	
New Jersey.....	52	1,015,935	1,250,430	
Maryland.....	20	1,182,700	737,430	
Massachusetts.....	11	972,000	120,000	
Virginia.....	62	757,980	879,440	
Wisconsin.....	15	531,250	127,000	
California.....	24	526,965	n. e.	
Iowa.....	13	382,320	37,600	
Tennessee.....	85	272,930	174,925	
Michigan.....	7	251,350	873,900	
North Carolina.....	100	100,155	153,080	
Minnesota.....	8	58,000	none	
Oregon.....	1	40,000	none	
South Carolina.....	29	38,532	43,900	
Alabama.....	5	28,800	none	
Georgia.....	8	16,260	60,450	
Texas.....	8	12,650	42,000	
New Mexico.....	10	10,750	42,000	
Arkansas.....	2	8,500	none	
Utah.....	3	2,600	none	
Kansas.....	1	1,800	none	
Total.....	1,133	80,453,039	41,864,224	

From the above table it will be seen that Illinois, in proportion to the number of her distilleries, produces more than any other State in the Union. In this State, Peoria takes the lead in the manufacture of Highwines, Chicago next, and afterwards Belleville and Quincy. The first city has eleven distilleries, with a total daily capacity of 11,650 bushels; the second, four, with a capacity of 7,200 bushels; the third, three, with a capacity of 3,000 bushels; and the fourth, three, with a capacity of 2,400 bushels.

The agitation at the last session of Congress relative to the "whisky tax" greatly stimulated the manufacture all over the Western country, and up to the day on which the question was finally settled, the distillers worked their stills to the greatest capacity. Since then, however, until some two weeks ago, they have been comparatively idle, and in fact many of them stopped running. Then the passage of the bill imposing a tax of two dollars per gallon on all highwines manufactured on and after the 1st of January, 1865, once more awoke them from their lethargy. Vigorous preparations were made, working stock laid in, and some of the distillers once more set to work.

The following tables show the receipts and shipments of Highwines at Chicago for a series of years:

RECEIPTS OF HIGHWINES FOR TWELVE YEARS.

1853, brls.	8,487	1859, brls.	29,431
1854	17,331	1860	62,126
1855	18,433	1861	69,915
1856	20,000	1862	61,703
1857	28,885	1863	127,947
1858	38,614	1864**	142,846

SHIPMENTS OF HIGHWINES FOR TWELVE YEARS.

1853, brls.	7,027	1859, brls.	29,529
1854	8,013	1860	65,323
1855	6,335	1861	111,210
1856	6,265	1862	100,170
1857	10,634	1863	159,312
1858	23,007	1864	133,145

**Until Dec. 27.

It is estimated by those well posted, that there are between thirty-five and forty thousand barrels now in store in this city.

The following table shows the amount of Highwines manufactured in this city annually since 1856;

AMOUNT OF HIGHWINES MANUFACTURED IN CHICAGO FOR EIGHT YEARS.

	Barrels.	Gallons.
1856	27,550	1,633,000
1857	50,000	3,000,000
1858	60,000	3,600,000
1859	53,000	3,181,000
1860	69,400	4,144,000
1861	89,915	5,394,900
1862	61,703	3,702,180
1863	71,524	4,890,422
1864-till Dec. 1.	58,855	3,458,845

HIGHWINES MANUFACTURED IN CHICAGO AND ST. LOUIS.

	Chicago.	St. Louis.
1856	27,550	13,500
1857	50,000	19,000
1858	60,000	9,700
1859	53,000	11,000
1860	69,400	12,500
1861	89,915	13,200
1862	61,703	15,900
1863	71,524	2,100
1864-till Dec. 1.	58,855	.....

No returns have been received from St. Louis this year.

To show the comparative growth of this trade in the West, we give below a table showing the receipts at Chicago St. Louis and Cincinnati for a series of years. No returns have been received from the two last for the year just closing.

RECEIPTS OF HIGHWINES AT CHICAGO, ST. LOUIS AND CINCINNATI.

	Chicago.	St. Louis.	Cincinnati.
1864-brls.	142,846	54,62	169,838
1863	95,033	70,374	429,036
1862	61,703	72,790	381,703
1861	89,915	117,723	478,168
1860	69,400	109,483	382,412
1859	53,000	122,314	411,209
1858	31,540	151,804	531,873
1857	28,185	132,140	428,001
1856	50,006	82,332	505,965
1855	18,323	.....	319,245
1854	17,331	.....	327,111
1853	8,487	.....	319,483
1852	7,441	.....	196,017
1851	.....	.....	165,410
1850	.....	.....	170,436
1849	.....	.....	184,689
1848	.....	.....	178,33

The following table shows the weekly prices of highwines for three years:

WEEKLY PRICES OF HIGHWINES IN CHICAGO FOR THREE YEARS.

	1864.	1863.	1862.
Jan. 2....	80	33 @ 33½	13 @ 13½
9....	84 @ 81½	36 @ 34	14
16....	81½	36 @ 37	14
23....	60 @ 65	39 @ 40	16
30....	70 @ 71	39 @ 40	16 @ 16½
Feb. 6....	79 @ 80	40	15
13....	80 @ 81	43½ @ 40	16½ @ 17
20....	82 @ 83	47 @ 49	18
27....	70 @ 74	47	19 @ 19½
Mar. 5....	70 @ 83	43 @ 44	19 @ 20
12....	80 @ 81	42	19 @ 19½
19....	83 @ 84	42	18½ @ 19
26....	92 @ 93	41	18½ @ 19
April 2....	94½ @ 95	41	17
9....	100½ @ 107	40	18½ @ 19
16....	107 @ 112	39	20 @ 20½
23....	114½ @ 118	39	18½
30....	115 @ 116	33 @ 39½	19 @ 20
May 7....	115 @ 116½	39½	21
14....	112 @ 114	39	20½
21....	120 @ 121	39	20
28....	121½ @ 132	39	19½
June 4....	133 @ 134½	39½	21 @ 21½
11....	134 @ 135	40	20½
18....	146 @ 146½	41	22
25....	169 @ 172	42	26
July 2....	167 @ 169	41½	23
9....	170	41½	28
16....	164 @ 165	41	29
23....	165 @ 166	41	29½
30....	167½ @ 171	41 @ 41½	27 @ 27½
Aug. 6....	166 @ 167	42	27 @ 27½
13....	169½ @ 170½	42	27½ @ 28
20....	170	42 @ 43	29½ @ 30
27....	170	45 @ 45½	29½ @ 30
Sept. 3....	174 @ 175	47	28½ @ 29½
10....	174 @ 174½	47 @ 48	29
17....	179 @ 170	49	29 @ 29½
Oct. 1....	160 @ 164	51 @ 51½	30
8....	160 @ 161	61 @ 62	30
15....	165	51 @ 55	32½ @ 33
22....	162 @ 163	54	33
29....	162 @ 163	54	33½
Nov. 5....	164	54	32½ @ 33
12....	164 @ 165	59 @ 60	31½ @ 32½
19....	163	66 @ 67	31 @ 32
26....	170	69 @ 70	32½ @ 33
Dec. 3....	179 @ 181	78 @ 79	32 @ 32½
10....	179	79	33
17....	188 @ 190	81 @ 82	33 @ 33½
24....	203	80	33 @ 33½

At the commencement of the year the market opened at 80c, and gradually advanced to 85c on the 7th January, when a lull took place, and, for want of motive power, stood still. The next day witnessed a difference of 2@3c between buyers and sellers, and as neither would compromise, trade became stagnant. This state of affairs continued until the 11th, when a better inquiry sprang up, and quick sales were made at 84 1-2@85c. On the 12th prices advanced to 87c, but closed weak, and on the 13th ruled quite irregular, with trifling sales at 87@88c. The 14th witnessed a decline of 2c. On the 15th the market became heavy and drooping, owing to an attempt having been made to tax stocks on hand. Here Mr. Washburne's ghost looms up for the first time during the year. The attempt was too much for the speculators; they felt shaky, and prices dropped on the next

day some 31-2c per gal. On the 18th they felt relieved—their fears proved groundless—and the market showed signs of recuperation, prices having advanced some 31-2c per gallon. On the 21st the market brought up at a standstill. Fernando Wood wanted to tax stocks on hand, so no one would give over 75c. This was followed with a panic and prices declined to 72½c. On the 23d a regular panic set in. The House passed a bill taxing stocks on hand and the market dropped 12½@15c, closing at 60c. The next day there was rather more activity, but at a decline of 1@2c. A delegation of distillers arrived in town, en route for Washington with a proposition to accept the House's Bill, provided that on and after the first of May, the tax be increased to \$1.20 per gallon. The 26th witnessed a more active market at an advance of 2c, with sales at 62c. Anxious looks were directed at the Senate, and prices again advanced 2@3c. The opinion prevailed on the 28th that the Senate would not accept the House's bill and prices, in consequence advanced 5c—touching 79 cents.

No material change took place until Feb. 2, when prices advanced 4@5c, in consequence of the Finance Committee of the Senate, having thrown out the proposition to tax stocks on hand. The next day, the speculators felt confident in "no tax on stocks on hand," and the result prices advanced 5c, which was followed by a similar advance on the 4th. On the 5th a change came over the spirit of their dreams and the market declined 2c. On the 6th the market broke down in consequence of dispatches having been received that the House would insist on taxing stocks on hand, and as a consequence, prices fell back to 79c—a decline of 4@5c. The 8th witnessed another panic with a decline of 8@9c. We now come to some of the "ups and downs." On the 9th the market advanced 5c, followed on the 11th by another improvement of 3c. Again an advance of 4@5c was effected—the House having concurred in the action of the Senate. On the 15th a petition was "hawked" about asking Congress not to impose a tax on stocks on hand; this weakened the market and prices dropped one cent. The House once more "did the fair thing" by the speculators and prices advanced 5@6c—touching 84c.

During the next two days the market took a "back turn" and declined 2c. We note no particular change until the 24th, when the "ghost" once more appeared on the scene. Another effort was made to tax stocks on hand and prices declined 5@6c, closing at 76c. This was followed by a fall to 70c, but subsequently advanced to 73c. On the 29th prices touched 79c.

The first of March witnessed a fall of 1c, as also did the 2d. Once more Washington looked favorable, and the market recovered from the depression of the two previous days—touching 76½. Another "down," on the 4th prices declined 2c. Another "up" on the 5th. The House passed over the "tax on hand" and the market advanced 6@7c, but owing to unfavorable advices from New York subsequently fell back. There is no particular change to note until the 8th, when prices declined 2@4c, but on the 9th a reaction set in and the market advanced 1@2c. The market during the next two or three days ruled quite dull at a lower range of prices, until the 14th, when a reaction set in and the market advanced to 82½c. We note a gradually advancing market until the 24th, when prices touched 89½@

90½. On the 25th the market advanced to 94. On the 26th a depression took place and the market fell off. Until the 4th of April no material change took place, when the market advanced to 100. On the 7th prices touched 106½. On the 11th the market ruled buoyant, touching 112. On the 13th it was rumored that the Committee on Ways and Means would recommend a tax of \$1.25 per gal. This once more started the speculative fever, and the market advanced 11½. On the 15th prices had advanced to 116, but a decline in gold later in the day, and the market fell back some 2c. The 16th witnessed another of those panics, by which margins were remorsefully swept away. Money tightened, and many were compelled to realize as best they could. Hence the market declined 8@9c. The 19th witnessed another panic, owing to the continued stringency of money, and prices fell 5c—closing at 102. On the 21st heavy orders were received from the East, and the market consequently advanced to 110, but closed a shade under that figure. On the 22d Kasson's bill taxing all whisky manufactured after the 1st May \$1.00 per gallon, and after Jan. 1st \$1.25 per gallon, passed the House, and immediately afterward the market was characterized with great buoyancy—advancing to \$1.21. On the 23d the feeling was not quite so good, and the market declined some 4c. On the 27th it was rumored that the Senate would insist on the "\$1.25 tax" going into effect on the 1st July; this caused quite an excitement, and prices advanced to \$1.23. On the 29th April a panic set in, and the market declined 11@12c, owing to the passage of Washburne's resolution imposing a tax of 30c on all stocks on hand exceeding two barrels. The speculators, however, were not much frightened at the "ghost," for on the 30th prices advanced 5@7c, on the supposition that the Senate would throw out the bill and impose a tax of \$1.50 after July 1st.

On May 2d, a singular occurrence in the whisky trade took place. In New York, the market ruled buoyant at \$1.16, while in this market 1.16@1.16½ were the ruling figures. It is quite an anomaly in the trade. For a period of two weeks we note nothing of special moment in the market—prices fluctuating 1@2c. Now up and now down. On the 16th, an active speculative demand sprang up, in consequence of the Senate Committee having reported adversely to taxing stocks on hand, and prices advanced 6@7c—touching 120. On the 20th, prices advanced to \$1.22, consequent upon the Senate Committee reporting in favor of imposing a tax of \$1.50 after January 1st. There are no features of interest to note until the 31st, when prices, which had ruled somewhat unsteady, advanced to \$1.25. Until June 14th, no important change took place, when, under the auspices of favorable news from Washington, the market ruled buoyant, and prices advanced to \$1.26½. This was immediately followed by another advance of 5@6c, touching 132. On the 17th, the House refused to tax stocks on hand, and the market advanced some 13c—advancing to 145. On the 20th it was rumored that Mr. Chase was endeavoring to persuade Congress to impose a tax of 200, and on the strength of this rumor prices advanced to 148. The same evening, a perfect "rampage" took possession of the speculators, and the market advanced to 155. This was not sustained on the morrow, and the market eased off 2c, owing to less favorable news from Washington. The great

advance in gold on the 23d strengthened the whisky interest, and prices advanced to 158. The 23d witnessed considerable excitement in the market, owing to the report that the Conference Committee would probably recommend a tax of 150 and 200. This sent prices up to 166 in the twinkling of a clam-shell, but later advices sent it down again in as short a time. Subsequent news gave a little more tone, and the market closed at 162@163. On the evening of the 21th, the same rumor (tax 150 and 200) was once more on *dut* and prices ran wild advancing to \$1.70. Washington rumors again set the current in motion and on the 29th prices reached \$1.75. The same evening "Washburne's spectre" appeared on the scene and prices receded 10c. The next day there was rather more hope that stocks on hand would not be taxed and the market slowly improved some 2c.

On the 5th of July the market advanced to \$1.70, but still there was an unsettled feeling, some asserting that Congress had adjourned without passing the "tax on hand" bill, while others asserted that the bill had passed. Speculators acted very cautiously. On the 11th the market, which had ruled rather depressed, dropped to \$1.66. We note no particular change in the tone of the market until the 20th, when prices advanced to \$1.70. On the 25th the advance was not maintained and the market fell back to \$1.65@1.66. There is nothing to note until the 30th when prices again advanced to \$1.70.

On the first of August the market once more dropped to \$1.66. On the 9th, after several vibrations, the market once more touched \$1.70, and on the 17th \$1.74½ was reached. On the 19th the market ruled more buoyant, and an advance of 3c was maintained—touching \$1.78. There are no particular features to note in the market for the space of three or four weeks. In sympathy with Gold and the whims of speculators, the market fluctuated now up and then down, from \$1.73 @1.78—touching \$1.73 on the 13th September. A week later the market touched \$1.70. On the 26th \$1.66 was reached.

The first of October witnessed a depreciation, and the ruling price was \$1.60. A few days later \$1.55 was reached. This was the turning point, for the market gradually kept improving, and on the 11th we find prices firm at \$1.64. The market during the next two weeks ruled comparatively dull, and on the 26th, prices declined to \$1.60½. Until the 26th November, the market fluctuated between \$1.63@1.66, when prices advanced 4c. On the 28th the market ruled buoyant, and prices advanced 10c—closing at \$1.80. This advance is attributed to the reduction of stock in New York, Cincinnati, and Chicago. On the 29th a further advance of 5c was attained, but the day following witnessed a reaction, and the market fell back to \$1.77@1.78. On the 5th December the market had advanced to \$1.82, but the day following Mr. Washburne reiterated his "tax on hand" and the market fell back to \$1.79. Mr. Washburne's bill was thrown out, and the market subsequently advanced to \$1.80. On the 13th the price advanced to \$1.81 1-2, and on the 14th to \$1.84. Owing to improved advices from New York on the 16th, the market advanced to \$1.87. On the 19th the price reached \$1.90, and on the 20th the market ruled very buoyant and excited, prices having advanced 10@12c—closing at \$2.00. On the 21st the amendment was passed by Congress imposing a tax of \$2.00 on all highwines manufactured after

January 1st. In consequence of this the market ruled active and buoyant, at an advance of 3@4c—closing at \$2.08. Owing to the great stringency of money on the 23d, the market declined 2c, and for the same reason there was a further decline of 3@4c the day following. On the 27th an advance of 5@6c was sustained, and sales were made at \$2.10@2.12. The 29th witnessed a decline of 2@3c, with sales at \$2.09. On the 29th another depreciation of 1c was effected—sales being made at \$2.08@2.08½. To-day (Dec. 30) the market advanced 2c, with sales at \$2.08@2.10.

LUMBER TRADE.

The following table shows the receipts of Lumber, Shingles, Lath, &c., for the year 1864, and also compare with the previous year, 1863:

RECEIPTS OF LUMBER, SHINGLES, LATH, &c., FOR THE YEARS 1864 AND 1863.			
	1864	1863.	
Lumber, ft.....	480,165,000	392,800,000	
Shingles, No.....	183,900,000	152,435,000	
Lath, pcs.....	63,805,000	41,665,000	
Square Timber, ft.....	4,940,000	5,094,000	
Redd Posts, pcs.....	574,971	558,530	
Railroad Ties.....	474,825	399,282	
Telegraph Poles.....	37,465	16,162	
Shingle and stove bolts, cds.....	11,849	9,442	

In reviewing the Lumber Trade of this city during the past year, we cannot but note in the outset, that notwithstanding the reputed scarcity of labor, the receipts for the year show a very marked increase upon those of 1863, amounting to no less than 87,365,000 feet. It was generally anticipated that there would be an improvement in the supply of the year, to meet the growing demand of the market; but few supposed that the receipts would be equal to what they are. It may, however, be observed that the season of 1863-4 was especially favorable for logging, there being plenty of snow, and open, clear weather during the whole season.

At the commencement of the year stocks in the hands of dealers were extremely light, and in some instances had been exhausted. This was especially so in Fencing, Flooring, and Clear, or Finishing Lumber. There was consequently a very active demand for all descriptions of Lumber, buyers waiting anxiously for the season for the receipts of cargoes to open.

All our important lumber ports have liberally contributed their share to make the grand yearly total of 480,165,000 feet, the receipts of the year. There is, however, a very large quantity of Lumber kept back, owing to the short supply of water in all the upper tributaries to our rivers, occasioned by the protracted drought of the last summer.

We refer to a few of the principal points from whence our supply has been derived. From Green Bay, including the Menomonee, Oconto, Pesatego, Pentsaukee, and other streams emptying at Bay du Noc, as also Sturgeon Bay on the South side, a regular supply has been maintained of our best strip Lumber for which the demand for fencing our prairies forms the most important item in our lumber trade.

The Muskegon trade has been materially improved, by the erection of several new mills, so that a more regular supply from that district than during previous years has been maintained, principally consisting of well-cut, assorted soft pine lumber so much sought for by country dealers. There has been one rather serious drawback to the trade from this point, occasioned by the constant accumulation of sand at the mouth of the river,

owing to which vessels are frequently detained for several days, or perhaps weeks. Piers are in course of erection, which it is believed will entirely obviate this difficulty for the ensuing year.

From Grand River there has been a good supply of ordinary common lumber, although a large quantity of the logs cut last season are held back by the very low state of the rivers, most of which will have to remain until next season. A fair quantity were, however, brought down in the months of October and November, though at considerable cost and trouble, by which the excessive demand in this market was partially met.

From Grand Traverse Bay and Pere Marquette, there has been a fair supply of good, sound common lumber for fencing and flooring, and from Manistee we have obtained our chief receipts of square timber, of which the demand has been much above the supply. This is due to the rapid increase which has taken place in our bridge building trade, for which square timber is wholly used. We find that, in addition to the large demand for railroad bridges consequent upon the Western extension of important lines of railways, that our bridge builders are largely occupied in filling Government contracts for the restoration of bridges destroyed in the prosecution of the war in the States of Kentucky, Tennessee, Georgia and Louisiana.

The supply of lumber from Western Canada has been larger than during any previous year. As, notwithstanding the high rates of exchange, the extreme prices paid for lumber in this market has been a sufficient inducement to Canadian lumbermen to export largely to this point. It may be observed that the best quality of stock boards handled in this market have been obtained from this source. For the guidance of Canadians in the ensuing season, we would state that the demand for prime stock boards in this market is always equal to and generally above the supply.

The activity of this market during the year has received a considerable stimulus by the continued demand for the Mississippi valley, and the country lying westward, as owing to the low state of the Mississippi river, now for the second year, scarcely any of the lumber cut on the upper streams has been removed. The general prosperity of our agricultural districts, owing to the extreme prices paid for all farm produce, is nowhere more apparent than in costly improvements which are being made on their farms, and in the erection of more commodious buildings, for which a very large quantity of lumber has been used during the past year, and is still required. There has also been a large demand for lumber on Government account; but as the trade has passed into regular channels, there is not that frequent drain upon the market, which was formerly experienced when agents came into the market and bought all the cargoes that could be got.

The most serious drawback to the prosperity of our Lumber interest during the past year, has been the want of water in the Illinois river, so that for all practical purposes it has been as good as closed since June last. Provided this river had been available as in former years, fully one fourth of the stocks now on hand would have been taken by dealers and consumers occupying that part of the country; and further, the trade of the city has been considerably checked by the inability of some of our railroads to afford

the required transportation. This has been especially so on the Illinois Central, the Chicago and Alton, St. Louis, and the Galena branch of the Northwestern Railroad. Some allowances must be made for the occupation of the roads by the pressing demands of the Government for the transportation of army supplies; but it is generally felt in the trade that a more due appreciation of the claims of our Lumber trade would have materially lessened the inconveniences referred to. On the Burlington and Rock Island roads there has been little room for complaint, the result of which is that the trade of the districts occupied by those roads has been largely developed.

The demand for Lumber from all parts of the Northwestern country has increased during the past year, and is at present larger than was ever known. That this should continue to be the characteristic feature of our trade is to be expected. All the principal lumber manufacturers have their headquarters in Chicago, and through them, or their agents, country dealers are supplied at wholesale prices, thus affording to them not only the largest market in the world to buy in, but furnishing the best opportunity to purchase from first hands and at the lowest rates.

Shingles.

The receipts of Shingles during the past year amount to 133,360,000, being a decline of 19,075,000 on the receipts of the year 1863.

The market during the year has been generally active, but in comparison with the prices paid for lumber, rates have been lower. The demand has somewhat changed its character from former years, sawed Shingles having superseded the use of shaved, and at higher prices.

The supply has been chiefly derived from Green Bay, Manitowoc, Kalamazoo and Rogue river, and a very important part of the receipts were derived by rail from Oshkosh and Fond du Lac, on Lake Winnebago. The activity of the market has been well sustained by the demand for St. Louis, the Mississippi trade, and our agricultural districts.

As affecting the Lumber market generally, we find that with the uncertainty of Gold maintaining its present high rate next season, the high cost of labor and supplies, that there has not been preparations made by lumbermen to get out the usual amount of lumber during the winter. There is a very firm tone in the market, and contracts for spring delivery are being freely and eagerly made at very high figures.

The following table shows the receipts of Lumber, Shingles and Lath in Chicago for seventeen years:

RECEIPTS OF LUMBER, SHINGLES, LATH, ETC., IN CHICAGO FOR SEVENTEEN YEARS.			
	Lumber, ft.	Shingles, no.	Lath, pcs.
1864.....	480,165,000	133,360,000	63,805,000
1863.....	493,074,882	152,483,633	41,665,000
1862.....	299,365,000	181,225,000	23,880,000
1861.....	249,309,000	79,356,000	32,467,000
1860.....	255,147,000	133,578,000	30,509,000
1859.....	295,710,832	165,087,000	49,548,210
1858.....	268,616,000	175,788,000	44,517,000
1857.....	444,396,300	130,462,000	79,650,000
1856.....	441,961,900	135,376,000	79,385,120
1855.....	267,561,669	138,770,000	46,487,550
1854.....	228,336,783	82,061,250	32,431,550
1853.....	202,101,098	93,483,784	39,063,116
1852.....	147,816,222	77,080,500	19,759,670
1851.....	125,056,437	60,338,250	27,583,476
1850.....	109,364,779	55,423,750	19,809,700
1849.....	78,253,553	39,057,750	19,287,733
1848.....	60,069,250	20,000,000	10,425,169
1847.....	32,118,235	12,148,500	5,635,700

The following table shows the shipments of Lumber and Shingles by Canal for seven years:

SHIPMENTS OF LUMBER AND SHINGLES BY CANAL FOR SEVEN YEARS.			
	Lumber.	Shingles	
1864.....	59,089,7 0	23,59,220	
1863.....	50,119,229	25,427,550	
1862.....	56,768,836	3,338,000	
1861.....	42,741,520	17,095,500	
1860.....	47,255,418	30,546,475	
1859.....	62,889,538		
1858.....	75,513,867		
1857.....	82,421,843		

HIDES.

In common with all other departments of our commercial industry, our Hide trade shows a marked improvement on that of the year 1863. The receipts for the year 1864 amount to 19,524,409 lbs, being an excess on the year 1863 of 1,967,231 lbs. The shipments for the year amount to 18,561,985 lbs, being a decline of 5,219,994 lbs on the shipments for the year 1863. This result is very satisfactory, as indicating the growing preference given by all the leading boot and shoe manufacturers of our principal Eastern cities for leather manufactured in this district. Thus, whilst our receipts of Hides are fairly increasing, we are converting a larger proportion of them than formerly into leather. The annexed table of receipts for the past year has only reference to the Hides brought to this market from points more or less remote, and therefore does not refer to the large number obtained from our packing and slaughter houses and from the surrounding neighborhood. In this direction the supply is continually becoming more liberal. The range or prices has been higher than during any previous period. From January to August there was a steady and very perceptible increase, and during September but little difference appears. There has subsequently been a gradual decline, but not more than was to be expected, with the usual falling off in the demand during the winter months.

The following table shows the receipts and shipments of Hides for seven years:

RECEIPTS AND SHIPMENTS OF HIDES FOR SEVEN YEARS.			
	Received.	Forwarded.	
	lbs.	lbs.	
1858.....	11,606,997	8,693,832	
1859.....	12,685,446	16,413,330	
1860.....	11,283,913	14,863,514	
1861.....	9,962,723	12,377,518	
1862.....	12,747,123	15,315,359	
1863-4.....	17,557,738	23,781,979	
1864.....	19,534,409	18,561,985	

*From April 1st, 1863, to March 31st, 1864.

SEEDS.

Chicago has long been recognized as one of the most important seed markets in the country, and each succeeding year witnesses its development in a large degree. As will be seen from the table given below, the receipts of Seeds—Grass and Flax—during the year just closing, amount to 10,224,598 lbs against 9,885,203 lbs for the year 1863. The traffic in Flax Seed has already assumed gigantic proportions. There are several large Linseed Oil factories in successful operation here—among them may be mentioned E. W. Blatchford's and Bowman, Wood & Co's—and large quantities of oil are manufactured here, both for Western and Eastern markets. The traffic in oil cake swells the figures considerably. Grass Seeds are mostly shipped to Eastern markets.

SALT.

The following table shows the amount of Salt received each year during the past six years in Chicago. The Saginaw Salt trade, during the present year has grown to mammoth proportions, embracing more than one-half the barrel Salt received here. It is only some three years since the saline wealth of Michigan was developed to any extent. The receipts of barrel Salt this season shows, as compared with last year, a decrease of nearly one hundred thousand barrels. The receipts of barrel Salt this season embrace 331,772 barrels Onondaga, and 343,877 barrels Saginaw.

RECEIPTS OF SALT AT CHICAGO FOR SIX YEARS.

Year.	Barrels.	Bags.	Tons in bulk.
1864.....	675,649	29,414	732
1863.....	775,057	179,182	7,007
1862.....	604,916	278,789	13,047
1861.....	300,475	(in sacks)	2,218
1860.....	235,493		
1859.....	316,291		

The great falling off in the receipts of Foreign Salt this season, as compared with the ten past years, is owing entirely to the high duties (payable in gold) and the high price of sterling exchange. For these reasons importers had no margin of profit, and consequently preferred rather not to import than suffer pecuniary loss.

COAL AND WOOD TRADE.

Our coal trade, during the past year, has not been of that progressive character which has characterised the general trade of this city. At the commencement of the year, the stocks of hard coal in the hands of dealers were nearly exhausted, and of range and small egg, and chestnut sizes there was none in the market. It was anticipated that, with a large demand, there would, during the summer months, be a commensurate supply, but owing to the scarcity and high charges of labor, freights, &c., the receipts fall short of those of last year. Soft coal has been in moderate supply, although the amount of stock at present in the hands of dealers is considerably less than the actual requirement of the market. Prices during the year have been very firm and continually advancing; as compared with the quotations of the market at the beginning of the year, we note an increase of 22 per cent on hard coal and of 30@33 per cent on soft coal.

The following table shows the receipts and shipments of coal for four years:

RECEIPTS OF COAL FOR FOUR YEARS.

1864.....	279,425	1862.....	218,423
1863.....	234,193	1861.....	184,089

SHIPMENTS OF COAL FOR FOUR YEARS.

1864 (estimated).....	15,000	1862.....	12,917
1863.....	12,215	1861.....	20,093

The demand for Firewood has received a considerable stimulus by the high prices payable for Coal, and owing to the supply (though much more liberal than during the year 1863) being scarcely equal to the requirements of the market. The advance in prices from the commencement of the current year has been equal to 18@20 per cent.

RECEIPTS OF WOOD BY LAKE FOR THREE YEARS.

1864.....	140,577	1862.....	101,731
1863.....	98,517		

THE GROCERY TRADE.

The growing prosperity of this city has in few, if any, of its commercial departments been more conspicuously seen than in this. Whilst large additions have been made to the number of our Wholesale Grocery establishments, our old established firms have been rapidly extending their influence throughout the towns of the Northwest, so that their old warehouses have had to be enlarged, or exchanged for new and more commodious premises, some of which are conspicuous for their adaptation to business purposes, as well as an ornament to the streets they occupy.

By a careful estimate, the returns of our Wholesale Grocery trade for the past year do not fall short of \$40,000,000; and with the large increase in the amount of business going on, this amount will shortly be thoroughly eclipsed. This is but a natural result of the numerous advantages offered by the merchants of this city to the rising towns of the Northwest. The leading staples can at all times be purchased here, at as low a rate as in New York or any of the large Eastern cities which have in past years been recognized as the best and cheapest markets, thus saving the important item of freight to this center.

The fluctuations which have marked our Gold market during the year, with rates constantly advancing; besides the additional duties which have been charged on all the leading staples, have in no small degree interfered with the regular pursuit of business. We note on the leading departments of the Trade the following increase in prices as compared with the current rates of the market at the beginning of the year: coffee has advanced 20@22 per cent; raw sugar 35@40 per cent; refined sugar 40 per cent; and teas 30@35 per cent, and other descriptions in similar proportion. Our Tea Trade has from being a mere adjunct or branch of the Jobbing Grocery Trade developed into a speciality *per se*. Employing a large capital, and sustained by a growing constituency, occupying the vast area which lies between the Lakes and the Rocky Mountains. Aside from the large number of houses in the general grocery trade, all of whom supply their customers with the best Teas that can be obtained, we have two or three extensive firms engaged exclusively in their sale.

From the most reliable sources of information, we learn that during the current year the value of teas supplied from this market reaches the substantial amount of five millions of dollars, of which at an average of \$1 75 per pound would indicate a distribution of 2,857,142 pounds from this market alone. Thus it would seem that the imposition of a heavy import duty, varying in currency value from 60 to 75c per pound, on all descriptions, good, bad and indifferent—the rise of gold—and the consequent high prices have not seriously interfered with the consumption of this important staple.

With a large experience in the Western Trade our Tea and Grocery houses are not to be supposed as confining their purchases to New York or other Eastern markets; on the contrary they seek to give their customers the benefit of the best markets wherever they can be found, and by importing on their own account benefit the Trade as well as themselves.

The following is a list of most of our Wholesale Grocers and Tea firms:

TEA MERCHANTS.

Parsons, Pitkin & Hankey. Hawes P. B.

WHOLESALE GROCERS.

Adams & Hitchcock,	King G. W. & Co.,
Barber & Son,	Knowles Bros.,
Barrett S. L. & Co.,	Ladd, Williams & Co.,
Beckwith C. H.,	Loomis & Whitaker,
Boynnton B. B.,	McKindley, Ingraham & Co.,
Boynnton & Smith,	Mead & Johnson,
Church G. & C. W.,	Perley & Parker,
Clarke W. & Co.,	Phillips J. A. & Co.,
Cook G. C. & Co.,	Pollard & Doane,
Day, Allen & Co.,	Satterlee, Wells & Faulkner,
Doane, J. W. & Co.,	Says, Gilmore & Co.,
Durand, Bro. & Co.,	Shores, Dunham & Co.,
Ely, D. C. & Co.,	Smith Bros.,
Ewing, Briggs & Co.,	Smith & Franks,
Finney, Lyons & Co.,	Sprague, Warner & Co.,
Flanders G. W. & Co.,	Staley, Bennett & Co.,
Frank Edw'd G. S.,	Stearns & Forsyth,
George, Dudley & Co.,	Tator F. D. & Co.,
Giles O. H.,	Taylor & Wright,
Gilman, Grannis & Co.,	Thompson, Johnson & Co.,
Gould & Bros.,	Uphof A. H.,
Gray, Phelps & Co.,	Willard & Child,
Hisdale H. W. & Co.,	Williams, Smith & Co.
Kellogg & Covell,	
R. L. Fabian & Co.,	

THE WHOLESALE DRY GOODS TRADE.

Scarcely any department of the trade of the Northwest has displayed more progress than the Dry Goods Trade of Chicago. Looking back only a few years, we recollect that this business was scarcely sufficient to keep more than one or two establishments moderately busy. Then the merchants from the interior of Illinois, Iowa, Wisconsin, Indiana, &c., purchased their goods either in New York, St. Louis, or Cincinnati. Chicago as a Dry Goods market was not on the map, and the amount of goods jobbed here did not exceed half a million dollars annually. Now all this is changed. Outside of New York, Chicago is the market of the West. We have upwards of twenty-five wholesale dry goods houses, nearly all of which are patronized to the full extent of their capital and stock. The merchants from the interior of the entire Northwestern States, and even from Ohio and Missouri, find it for their interest to purchase the great bulk of their stocks here—as our wholesale dry goods men have generally during the past two years undersold almost every other market in the United States.

As a proof of the importance of Chicago as a Dry Goods market to the Northwest, we would state that THE TRIBUNE has found it necessary during the greater part of the year to publish a daily dry goods market—which is not done in any other city in the United States.

It would be interesting to note the amount of sales of the wholesale dry goods houses in this city, in detail; but we have found it impossible to get complete figures. We therefore give as near an estimate as can be arrived at. The sales of four of the heaviest houses in the city during the present year, amount to \$24,550,000, and the sales of the entire trade cannot fall short of **\$35,000,000**. This includes wholesale dry goods dealers, fancy dry goods jobbers, and wholesale dealers in Yankee notions, &c. The following is the list of the principal houses:

Farwell, Field & Co.
Potter Palmer.
Bowen Brothers.
Davis, Sawyer & Co.
Harmon, Gale & Co.
Richards, Crumbaugh & Shaw.
Carson, Pirie & Co.
Hunt, Barbour & Hale.
D. H. King & Co.
Keith, Faxon & Co.
J. M. Stine.
C. & S. Stein.
Torrance, Manning & Co.
Rosenfeld & Rosenberg.
Savage, Keith & Wood,

American & Smith.
Ross & Foster.
Ross & Gossage.
A. G. Downs & Co.
J. B. Shay.
Graves & Irwin.
Lundheim, Frank & Meyer.
R. M. Whipple & Co.
Jacob Wilharts.
C. D. Austin & Co.
W. H. Boyle.
Howell, Foster & Wilson.
S. Stettheimer & Co.
Field, Benedict & Co.

HATS, CAPS AND FURS.

The trade in Hats, Caps and Furs, is now a very important branch of the mercantile trade of Chicago. There are nine large wholesale houses, which makes this a leading business, and from careful estimates made, we should judge the amount of sales for the year 1864, by wholesale, to be at least \$5,000,000. There are, besides, a large number of retailers who do a heavy business, but we do not include the operations of these. The following is a list of the prominent wholesale houses in the trade;

Webber, Williams & Fitch, E. P. L. Broom.
H. & R. Whittemore & Co., J. A. Smith & Co.,
Keith, Faxon & Co., Bassett & Hammond,
A. Herzog & Co., Lasak & Morris.
Sawyer & Co.,

THE WHOLESALE BOOT AND SHOE TRADE.

It is only a few years since every single case of boots and shoes jobbed in this city was manufactured in Massachusetts, and the business was then confined to two or three houses, whose business did not exceed that of a good retail establishment now-a-days. But within the past few years the most amazing progress has been made. There are now sixteen large wholesale establishments in the city, which have done a business during the year 1864 of about \$14,000,000. Chicago is now the great boot and shoe mart of the West, and our jobbers supply almost every town of importance in Illinois, Iowa, Wisconsin, Indiana, Minnesota, Missouri, Michigan, Kansas and Nebraska.

But this is not the only feature of the trade worthy of note. Almost every one of the wholesale houses manufacture their own goods, and employ probably about 2,500 hands in this branch of the trade. Nearly all the best qualities of goods are manufactured here and the cheaper articles at the East.

The following is a list of the leading houses engaged in this business:

Doggett, Bassett & Hill. Fargo & Bill.
F. C. & M. D. Wells. J. Weber & Co.
C. M. Henderson & Co. I. P. Farnum.
Davis, Sawyer & Co. McDougall & Nicholas.
Gillett, Whitney & Co. C. McFarlane & Co.
Gore, Wilson & Co. Phelps & Dodge.
Sanders Bros. Fiske, Kirtland & Co.
Rawson & Bartlett. Pearson & Dana.

WHOLESALE CLOTHING TRADE.

The Wholesale Clothing Trade has sprung up almost within a few years, and now occupies a prominent place in the trade of the city. There are twelve leading houses engaged in this business, and their sales are estimated at about \$12,000,000 within the present year. To those not familiar with the extent of the trade, this may appear an exaggeration, but when we assure our readers that three wholesale houses alone have sold upwards of \$4,000,000 worth of clothing during

the year, the figures given will not appear large. The leading wholesale houses are:

King, Kellogg & Co. P. Wadsworth & Co.
Tuttle, Thompson & Co. W. R. Lovejoy & Co.
A. Pierce. S. F. White.
Foreman Brothers. Webster, Marsh & Co.
B. L. Ferguson & Co. Young Bros. & Co.
Kohn & Bros. Kuh & Leopold.

DOMESTIC DRIED FRUIT TRADE.

From a very minor branch of our general trade, this has assumed a degree of importance that renders it imperative to bestow a passing notice. But a short time since, preserved fruits were chiefly used in our household economy, but the high cost of sugar has drawn attention to the cheaper mode of purchasing fruits dried, as a substitute.

The fruits most in demand are dried apples. There was a very fair stock on hand at the commencement of the year, but with heavy orders on Government account, for army use, it was very soon exhausted. The crop of this year has, to a considerable extent, proved a failure. We find that Illinois, Missouri, and Kentucky, from which States we have been accustomed to receive a large part of our annual supplies, have yielded none. In Michigan the crop was very light, and in New York State it was far below the average, so that to the present time our receipts have been confined to a few scattering lots. In the northern counties of Ohio, those generally known as fruit growing counties, there was a good crop, and from thence we have derived nearly all the fruit received this season.

Although in prices we have nearly doubled the current rates of the market at the commencement of the year, we are still far below the Eastern markets. In New York State round lots of prime fruit are held at 15@16c ¢ lb, and at Boston the same prices obtain, whilst with us round lots of choice Ohio fruit are selling at 14½@14¾c ¢ lb.

This increased and still increasing demand for Dried Apples is also due to the scarcity, and, in some instances, nominal supply of other known fruits. Of Dried Peaches we received last season not less than 75,000 bushels—nearly all of which were consumed in the Northwestern States, whilst this season we have received none. Berries have also been in very small and irregular supply, and prices so much higher than Dried Apples that the latter fruit has become the principle staple of the market. The receipts thus far for this season are estimated as equal to 7,000 bbls, against 8,500 bbls received during the same period last year, together with about 9,000 bbls of unpared Peaches, of which we now have none, and other small fruits in fair supply. The estimated stocks on hand at present are less than 3,000 bbls Dried Apples, against 4,500 bbls Dried apples, and 5,000 bbls Dried Peaches this time last year.

The demand for all descriptions of Domestic Dried Fruits is an increasing one, and should receive the attention of Fruit growers to the utmost extent.

LAKE FISH TRADE.

The supply of White Fish and Trout during the year has scarcely kept pace with our increased city and country demands, together with a large enquiry on Government account. The market was well stocked at the commencement of the year, and the fishing season of 1864 has been in some respects very

LAKE COMMERCE.

COMPARATIVE STATEMENT OF ARRIVALS AND IMPORTS
BY LAKE.

	Vessels.	Seamen.	Tonnage.
1864.....	8,638	76,998	2,172,866
1863.....	8,678	76,649	2,172,611
Inc. this year....	260	349	255

IMPORTS.

	1863.	1864.
Lumber, feet.....	392,500,000	480,165,000
*Shingles, feet.....	132,435,000	133,350,000
Lyth, feet.....	41,065,000	63,306,000
*Square timber.....	5,000,000	4,940,000
Cedar Posts, pcs.....	558,520	576,971
Railroad Ties, pcs.....	369,282	441,825
Telegraph Poles.....	19,102	37,465
Shingles Bolts & Staves, cds	9,442	11,849
Bark, cds.....	9,338	12,350
Fire Wood, cds.....	98,517	140,577
Dry Goods, pkgs.....	6,474	19,323
Hardware, pkgs.....	55,337	102,162
Stoves, pcs.....	38,017	125,017
Coal, tons.....	244,624	251,033
*Liquors, casks.....	17,743	9,985
Glass and Glassware, bxs..	26,880	36,619
Rockery, crates.....	4,840	6,329
Apples and Fruit, pkgs.....	179,738	113,659
Fish, brs.....	56,729	85,770
*Sugar, hds.....	12,458	7,131
Sugar, bls.....	49,983	51,413
*Syrup and Molasses, casks.	23,679	14,050
*a t, brls.....	775,057	975,649
*Salt, sacks.....	179,132	30,404
*a t, b us.....	7,017	782
Groceries, pkgs.....	163,376	175,993
Of articles marked with a * the import in 1863 was larger.		

COMPARATIVE STATEMENT OF CLEARANCES AND EX-
PORTS BY LAKE.

	Vessels Cleared.	Seamen.	Tonnage.
1864.....	8,824	77,055	2,166,904
1863.....	8,457	76,332	2,161,221
Inc. this year....	367	723	5,683

EXPORTS.

	1863.	1864.
Wheat, bus.....	10,184,200	10,713,950
Corn, bus.....	24,749,400	12,294,725
Barley, bus.....	617,600	173,425
Oats, bus.....	5,696,875	12,098,009
Rye, bus.....	572,850	774,950
Add Flour and meal, equal to, bushels.....	41,820,925	36,055,050
Total.....	48,866,575	41,424,550
Decrease in 1864, bus.....		4,422,025
Beef, brls.....	80,613	91,151
Pork, brls.....	202,610	106,854
Lard, brls.....	69,768	45,260
Tallow, brls.....	6,373	4,059
Grease, brls.....	3,404	1,636
Ham, casks.....	14,177	5,567
Bacon, casks.....	6,508	1,736
Total.....	388,533	250,243
Decrease in 1864, brls.....		127,290
Hay, bales.....	5,123	22,838
Wool, bales.....	962	5,955
Hemp, bales.....	546	1,504
Hair, bales.....	12	1,073
Seet, pkgs.....	7,194	32,564
Oil Cakes pkgs.....	10,012	29,843
Putter, kees.....	5,572	18,197
Highwines, brls.....	35,232	42,860
Hides.....	75,992	136,364

Foreign Imports and Exports by Lake
at Chicago.

Exports to Canada (for consumption there).....	\$4,653,779
Imports from Canada, free of duty.....	130,173

Dutiable imports from Canada paying duty at this port—value, \$87,883; duty.....	\$29,926.23
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favorable. Between Two Rivers and Two Creek on the Wisconsin shore the catch was the largest ever known, having furnished about 5,000 packages. Preparations are being made for more extended operations at this point next season.

Prices have ruled very firm with an advance of better than 40 per cent on the current rates of the market in January last.

The following table shows the receipts of Lake Fish for six years:

RECEIPTS OF LAKE FISH FOR SIX YEARS.

Year.	Packages.
1859.....	24,630
1860.....	39,669
1861.....	25,420
1862.....	31,342
1863.....	56,729
1864.....	85,770

WAREHOUSES.

The warehouses of Chicago, and their perfect system of operations are as familiar as "household words," in fact wherever the fame of Chicago's greatness has gone, the wonderful stories of her Elevators have traveled with it. No European traveler, who visits the West, thinks his tour ended unless he has witnessed the *modus operandi* of their performances. Anthony Trollope in his "travels in America" pays a handsome tribute to this triumph of American skill, and contrasts much to the disadvantage of "ye Britons," the slow and tedious system of discharging grain cargoes, by manual labor, at the docks of Liverpool and London.

The following statement shows the number of warehouses and the capacity of each:

Warehouses.	Capacity bu.
Sturgis, Buckingham & Co., A.....	700,000
Sturgis, Buckingham & Co., B.....	700,000
Armour, Dole & Co.....	85,000
Armour, Dole & Co.....	800,000
Munger & Armour.....	500,000
Hiram Wheeler.....	500,000
Chas. Wheeler.....	300,000
W. L. Newberry.....	75,000
George Sturges.....	80,000
O. Lunt & Bro.....	80,000
Howe & Robbins.....	600,000
Munn & Scott, N. W.....	200,000
Munn & Scott, Old House.....	800,000
Munn & Scott, (Steele).....	1,200,000
Flint & Thompson.....	1,250,000
Flint & Thompson.....	750,000
Total capacity.....	10,085,000

LAKE TONNAGE.

We give the following comparative statistics of the Lake Tonnage on the great American Lakes, as made up by the Board of Underwriters. The statement of 1863 is exhibited in detail, while the others are aggregated. No statement of the tonnage of 1864 has yet been made up:

LAKE TONNAGE. 1863.

	No.	Tonnage.	Value.
Steamers.....	124	51,522	\$1,888,000
Propellers and Tugs ..	286	78,035	4,389,699
Barques.....	143	63,651	2,219,500
Brigs.....	85	24,142	388,500
Schooners.....	1,195	225,863	7,262,000
Sloops.....	16	725	14,300
Barges.....	121	26,691	362,000
Total.....	1,870	470,034	\$16,720,800

1862.....	1,613	413,026	13,257,020
1860.....	1,457	377,835	10,655,200
1847.....	452	91,243	.....
1845.....	330	76,000	.....

Dutiable imports from Canada entered at this port in bond for other ports—value, \$3,105; duty.....	4,326.54
Dutiable goods received in bond at this port—value, \$113,038; duty.....	45,101.04
Amount of 10c tonnage duty on vessels collected.....	10,913.71
Amount of Hospital money collected, being 20c per month on seamen employed on vessels registered here.....	3,585.54
Customs from other sources.....	1,225.68

Total customs.	\$100,752.15
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The above shows the value of foreign goods imported at this port for the year 1864, and the duties received thereon.

GROWTH OF THE CITY.

It is absolutely impossible to describe or mention anything like the whole of the building operations of 1864; to give some idea of the magnitude of the work, we append a tabular statement which, if anything, will be found to be below the mark:

Buildings worth \$100,000 and upwards.....	4
“ “ 30,000 “ “	25
“ “ 10,000 “ “	53
“ “ 5,000 “ “	200
“ “ 1,000 “ “	750

Dwellings and Buildings of all kinds.....	8,000
Total value of erections.....	4,700,000
Churches.....	9
Schools.....	2
Halls and Public Buildings.....	4

The table might be extended to an indefinite length, as ingenuity might suggest, but it is already complete enough to give some idea of the magnitude of our extensions, and to impress upon the world that we Chicagoans "still live."

REAL ESTATE.

The value of land inside the city has been fluctuating, on the increase during the year, but has not risen at any time in the same proportion as the staples. The demand has generally been good, and at some periods it was impossible to satisfy it. The Spring saw the greatest excitement witnessed since 1856, with prices largely above those of the preceding four years. The demand was chiefly for inside improved rental property, and was greatly in excess of the amount in the market. Millions of dollars could have been invested here if the property had been obtainable. That excitement subsided towards midsummer, and thenceforward operations were more quiet, though never dull. During the latter half of the year the price of real estate has been steadily advancing, but has scarcely kept pace with gold. The demand for residence property has continued unabated, and is now as good as ever. Outside property has rather slackened latterly. One noticeable feature in these transactions, is that nineteen-twentieths of the purchases have been paid for in cash.

PUBLIC WORKS.

The above are the results of individual or associative enterprise, the city has also largely improved in its corporate capacity. Our Board of Public Works and Common Council have during the past year authorized, commenced and finished very much that is of benefit to the city. The labor of reforming ourselves in this respect is peculiarly a difficult one, owing to the situation. Our low, flat position is exceedingly unfavorable to civic comfort or convenience. Our old residents all remember the time when the whole country around us was a swamp, scarcely better than the Calumet of to-day; the work of redeeming it to a passably dry location has only been accomplished by the tedious operations of street filling, contemporaneous elevations of grade and sinking of ditches. Then the large extent of territory in proportion to the population, which our cosmopolitan avance has secured, gives us a world of work to do. We have over twenty-four square miles of territory embraced within our city limits, scarcely less than a whole section to each thousand men of proper age to earn money and pay taxes for improvement. This scattering of the people, while it is undoubtedly favorable to a healthy ventilation, is terribly in the way of systematic speedy improvement. But we have accomplished wonders. Our principal

throughfares have all been lifted from the mud, properly drained, supplied with gas and water, the old rotten planks removed, and in their stead the substantial "Nicholson" laid. Our rivers have been bridged, and a tunnel talked of. We can now almost walk on dry land in the most central portion of the city, while but a few years since the shooting of water fowl from the steps of the Tremont was a common pastime. During the past twelve months, though burdened with the support of the war, we have steadily labored in the improvement of the city, having done even more than in former years.

DRAINAGE.

The following table shows the number of lineal feet of sewerage of the different sizes, and the number of catch-basins laid in each Division of the city in 1864:

Description.	So. Div.	No. Div.	W. Div.	Total.
Five feet.....			793	793
Three feet.....		1430	453	1873
Two and a half.....	4767			4767
Two feet.....	4639	3372	5781	13791
One foot.....	984	1547	516	3047
Basins.....	62	48	78	183

Grand total: 24.272 lineal feet of sewerage, or more than four and a half miles.

STREET IMPROVEMENT.

The greatest achievement in this direction has been the paving of Lake street from the river to Halsted with Nicholson pavement. The street now presents one unbroken line of first-class road from the lake shore to Union Park, a distance of two miles, and of very good traveling road thence to the city limits. Other streets would have been subjected to the same process, but for the illegality of the assessment roll prepared for that purpose. But many other streets have been partially improved, and fully twenty-two miles of sidewalks have been constructed. The sidewalks ordered during the year were: In the South Division, about six miles; North, six; and in the West Division, nearly twelve miles; total, nearly twenty-four miles. Seventy-six lamp posts have been erected; the number would have been much greater, but for the enormous quantity set up during the year preceding.

Under this head we may mention the removal of the old West Market, on Randolph street, between Desplaines and Union. The site is filled up, and next year the street will be raised to grade from the river to Halsted, and the rails of the car tracks laid parallel.

WATER SUPPLY.

Very nearly thirteen miles of water pipe have been laid in the city during the year, of all sizes. The principal work in this direction has been the laying of a two foot main along Wabash avenue, from Adams to Twenty-second street, a distance of two miles less two blocks; this was accomplished at an expenditure of nearly \$150,000, and is a great public convenience.

That magnificent undertaking, the lake tunnel, intended to supply the city with pure water from the interior of Lake Michigan, has satisfactorily progressed during the year under difficulties financial and otherwise. The excavation has reached a distance of about one quarter of a mile from the shore shaft, and the crib is all ready for sinking two miles out in the lake, when the weather of spring shall permit. The work will then be prosecuted from both ends of the tunnel. The excavation was commenced at 3 p. m. May 26th, and has suffered an intermission of about one month, while the pumps and larger machinery were being fixed. This gives a clear working time of six months for one quarter of a mile. Allowing another six months before the crib is sunk, and double progress thereafter, the work will be completed—at past speed—in two years from the present time, or the end of 1866.

It never runs but it pours. For years the people of Chicago have been growing about their water supply, and growing more and more dependent upon its increasing blackness. At last, when the evil had become innumerable, it was determined to tunnel out under the lake. Now that that magnificent undertaking is fairly under way, we have found an abundance of pure water elsewhere; not perhaps enough to supply the city under the most favorable circumstances, nor sufficiently reliable to build on exclusively, but still

in such quantity and of such purity, that had the "artesian" been sunk two years ago, the tunnel would not in all probability have been begun. The source of this, to us, unique flow is probably in the region of Rock River—it may be fed from the bed of that stream, lying as it does, one hundred and sixteen feet above the level of our lake, from which a stratum of sandstone dips towards us, just the thing for carrying a stream down its slope; the borers would seem to have reached that sandstone. The water which runs out at the rate of half a million gallons per day is pure and soft.

THE HARBOR.

The work done on the harbor this year has been only a partial carrying out of a grand improvement—the extension of the North Pier four hundred feet. The terms of the contract were—we believe—that the extension should be completed this year, but it has been found impossible to construct more than about eighty feet. The timbers are all ready for fixing in the other portion.

During the year 53,413 cubic yards of sand (and mud) have been dredged from the mouth of the river, independent of the dredging for the pier. A good channel has been found near the light-house, enabling most vessels to avoid the dangers of the old channel, and saving a great deal of money in the item of expense for tugs. Dredges here, too, have been at work extensively in the river, especially at Bridgeport, but the work has been done at the cost of individuals or firms owning dockage, and we have no means of ascertaining the amount. We must not here omit reference to the improvement made by the South Branch Dock Company, whose extensive docks of more than four miles frontage have been partially set in operation during the year, and railroad tracks laid connecting them through the track of the C. B. & Q. road with all the railroads running into the city.

BRIDGES.

The old rotten bridge at Randolph street, having done its duty, has been removed, and given way to a new, more substantial structure. We want the same thing done in a few other places.

The proposition to tunnel the South Branch at Washington street is meeting with increased favor. Estimates of its cost have been made, and the indications are that ere long the contract will be made for its construction. It will much relieve the tide of travel over the bridges, and save the immense amount of time now consumed in stoppages in that vicinity.

FIRE ALARM TELEGRAPH.

One of the most important enterprises of the year, has been the adoption and commencement of the Fire Alarm Telegraph in our city. Early in the year, the contract for its construction was awarded to John F. Kennard & Co., of Boston and Philadelphia. The work was commenced in the summer, on the plan already detailed by us, and, according to contract, must be completed by the 15th of May, 1865. From the present progress of the work, there is every probability that it will be finished before that time. There are already about 125 miles of wire laid down—indeed, the whole is hung, with the exception of the connections with the cupola of the Court House, and a short length running thence to the river, which has been detained by the erection of the Chamber of Commerce, and other buildings in the vicinity. Of the 135 miles, forty-five are in the South Division, fifty in the West, and thirty in the North.

It yet remains to lay the river cables connecting the wires of the three divisions of the city, and to construct and fix the 116 fire boxes and stations.

This work, when completed, will materially reduce the amounts now lost yearly by fire, furnishing the means of giving instantaneous and precise notice of a fire and its location. There will be another, not small, advantage: the crowds now drawn to the scene of a fire by the sound of the Court House bell, will be wanting; the alarm will be silent to all save those who are wanted to assist. It will also be invaluable as a police telegraph, by which information of losses, robberies, disturbances, &c., can be instantly transmitted to and from the central station.

RAILROADS.

Chicago has just claims to be considered the center of the railway system of the continent. There is scarcely a respectable railroad in the

country that does not seek to effect a connection more or less direct with some one of the great lines which make Chicago an Eastern or Western terminus. There are those in the city whose residence does not date further back than 1819, who remember that our railroad system, concerning whose extent and magnitude we now felicitate ourselves so grandly, consisted of a single line extending from Chicago to Elgin, whose track was laid with strap iron and whose rolling stock and appointments were of the most inferior, and what would now be considered the most worthless character. Mark the change—a score of miles then and thousands now.

A glance at the map of Illinois, then and now, will reveal the wondrous change that fifteen years have wrought. Then the map presented an even surface, marked only by county and town divisions and water courses. Now it is crossed and dotted with lines throughout its entire length and breadth, representing as many railroads, all by connection or otherwise centering in Chicago. The map of Illinois now looks like a checker-board.

From such a comparison we may readily arrive at some just idea of the astonishing increase of commerce and travel which makes such increase of railroad facilities necessary and profitable. Increase of commerce as naturally follows an increase of railroads, as an increase of railroads is demanded by an increasing commercial prosperity. If there were no great lines to carry off our surplus products and the throng of passengers that visit our city, we should still be in our non-age.

The propositions naturally deducible from the foregoing are, that the true interest of our city lies in fostering and extending our railroad system, and that the true interest of our railroads is to foster and aggregate our commercial importance. With two such powerful interests working each to extend the other and benefit themselves, it is impossible to place a limit to the future greatness of Chicago. So long as there is no clashing, and from the very nature of the case there can be none, this city will increase with every rolling year, until she shall fill her destiny, and become the first inland city on the continent, both in point of population and in the extent of her commercial transactions.

Illinois, Iowa, Wisconsin and Minnesota, the northern half of Missouri, and the yet undeveloped region lying west of the Missouri, are the sources upon which Chicago must depend for her future growth and prosperity, and all those enterprises which either lay that region under contribution or propose to do so, should be industriously fostered and encouraged. Already Chicago is the greatest primary grain market in the world, and second to none in respect to her packing interests. And yet, but 15,000,000 of the 35,000,000 of acres in Illinois, 8,000,000 of the 50,000,000 of acres in Iowa, 8,000,000 of the 50,000,000 of acres in Wisconsin, 3,000,000 of the 40,000,000 of acres in Minnesota, 3,000,000 of the 37,000,000 of acres in Missouri, and not more than 2,000,000 of the hundreds of millions of acres in the vast territory west of the Missouri river are under cultivation.

It requires no prophetic ken to foretell the commercial greatness of Chicago, when all this immense region shall have been subdued and cultivated and settled by an industrious population, and penetrated by the lines of railroad now progressing and projected. Then Chicago will become the market whence the world will draw its supplies. Sparsely settled as all this region is, and producing scarce a tithe of what it is capable of producing, we are already able to export large quantities of breadstuffs to Europe, and to furnish the armies of every christian nation on the face of the earth with our provisions. What cannot we do in this direction when the 2,000,000 now engaged in destructive wars shall become producers, when swords "shall be beaten into plow shares and spears into pruning hooks," and war shall be known no more in all the land?

It will be seen by reference to the following statistics that there is a very general increase in the earnings of the different railroads. It does not follow from such increase that the *net profits* of the roads are proportionately increased. It should not be forgotten that every item entering into the expenses of operating have appreciated in far more than equal ratio. For instance railroad iron which in 1861 could be purchased for \$40 to \$45 per

ton is now worth \$120, and wages and other items of expense have increased in almost the same proportion.

M. S. & N. T. R. R.

During the twelve-month now passed, the earnings of the Michigan Southern and Northern Indiana Railroad have reached the estimated enormous aggregate of \$1,050,000, of which nearly \$200,000 have been paid by the United States Government for the transportation of soldiers and the carriage of munitions of war. How numerous the soldiers transported, may be inferred from the fact that the rate paid by the Government is about one-third of that paid by the ordinary business traveler. This \$4,050,000 is equal to 50 per cent increase upon the business and earnings of the year 1863, a degree of increase indicative of a sound financial condition. The additions to the rolling stock for the year have been 10 engines and 200 freight cars. Of accidents there has been but one of importance, and no consolidations or extensions, or official changes. The following is the present management of the road:

President—M. L. Sikes, Jr., Chicago, Ill.

Treasurer—Henry Keep, Toledo, Ohio.

General Supt.—H. H. Porter, Chicago.

Chief Engineer—Charles Faine, Laporte, Ind.

Supt. E. Div.—Chas. F. Hatch, Adrian, Mich.

Supt. W. Div.—Wm. F. Staunton, Laporte, Ind.

Gen'l Pass. Agent—C. F. Le and Toledo, Ohio.

Com'l Freight Agent—C. M. Gray, Chicago.

Western Pass. Agent—S. C. Hough, Chicago.

MICHIGAN CENTRAL RAILROAD.

The Michigan Central Railroad was projected and built by the State of Michigan, from Detroit to Ypsilanti, in 1842. Between that time and 1847 it was completed to Kalamazoo, and laid with strap iron. In 1847 the present corporation purchased of the State the rights and franchise, laid the road with T rail and completed it to New Buffalo, from which point passengers and freight were brought to Chicago by steamer. In 1852 the line was completed to Chicago and the steamers withdrawn. In this connection it will be interesting to reproduce an advertisement concerning the road, published in 1843. It is in words and figures as follows:

Chicago and Detroit.

"Through in 39 hours, (running time,) by the Central Railroad Mail Line. The cheap, safe, and most expeditious route to the East, being 36 hours quicker than by the Lake route. The steamboat will leave Chicago daily, (Sundays excepted,) at 8 o'clock, a. m., arriving at St. Joseph, 60 miles, at 4 p. m., same day; leave St. Joseph at 5 p. m., in coaches; arrive at Jackson at 7 p. m., next day; leave Jackson, in Railroad cars, at 8 a. m., and arrive in Detroit, 80 miles, at 2 p. m. On arriving at St. Joseph from Detroit, passengers go on board a steamboat which brings them to Chicago, thus avoiding any delay at St. Joseph. This route was established at a great expense in 1842, and its success warrants the proprietors in extending the facilities for 1843."

This sounds strangely to those of our readers who are accustomed to step into luxurious coaches in Chicago at night, and awake in Detroit in the morning.

The estimated gross earnings of the Michigan Central Railroad for the year 1864, are \$3,850,000. Of this amount probably not over \$100,000 were received from Government for the transportation of soldiers. The per centage of increase over the earnings of the year 1863 is about 25 per cent. The additions to the rolling stock have been equal to 10 per cent of the whole amount in use. Of extensions and consolidations there have been none, and of accidents none. The following is the present management:

President—J. W. Brooks, Boston, Mass.

General Superintendent—R. N. Rice, Detroit, Mich.

Assistant Superintendent—C. H. Hurd, Detroit, Mich.

General Agent—H. E. Sargeant, Chicago.

General Ticket Agent—Thomas Frazer, Detroit.

General Western Passenger Agent—H. C. Wentworth, Chicago.

CHICAGO AND MILWAUKEE R. R.

This railroad is the consolidated road running, under a charter obtained from the State of Illinois, from Chicago to the Wisconsin State line, and from thence to Milwaukee, under a charter obtained from the State of Wisconsin. Its entire length is 85 miles. The road was commenced in 1854, and finished during the succeeding year.

There have been no extensions or consolidations during the year that has passed. It is said, however, that the Chicago & Northwestern road has obtained the controlling interest in this, as in very many other roads running out of Chicago, and that the time is not far distant when it will form part and parcel of that mighty corporation. The selection of Geo. L. Dunlap, Esq., as General Superintendent in place of Mr. Baldwin, the former incumbent, is sufficiently indicative of the intention of the stockholders. The estimated earnings of the Chicago & Milwaukee Railroad for the year, are \$665,000, an increase over the earnings of 1863 of 25 per cent. Of this amount probably not more than \$30,000 was received from the Government for transportation of troops and material. The additions to the rolling stock have been slight—not more than enough to keep the same good. During the year there has been but two accidents of moment—one at Waukegan and one at Kenosha. In neither were passengers injured. The following is the present Board of Officers:

President—Alexander Mitchell, Milwaukee.

Vice President—H. W. Blodgett, Waukegan.

General Superintendent—George L. Dunlap, Chicago.

Superintendent and General Freight Agent—C. C. Wheeler, Milwaukee.

Secretary and Treasurer—A. S. Downs, Chicago.

CHICAGO AND ALTON RAILROAD.

The portion of what is known as the Chicago and Alton Railroad really belonging to the Company is that embraced between Joliet and Alton. The Joliet and Chicago Railroad, and the Alton and East St. Louis Railroads, of which the Chicago and Alton Road hold perpetual leases, gives the company their termini. This last will open for travel on the 1st of January, 1865. Until then the trains pass over the Alton and Terre Haute Railroad to St. Louis.

The Chicago and Alton Railroad was built under two charters—the first to the Alton and Sangamon Railroad, granted Feb. 27th, 1847, and the second to the Chicago and Mississippi Railroad, granted June 19, 1852. In 1855 the name of the Company was changed to that of the Chicago, Alton and St. Louis Railroad, and in 187, to that of the St. Louis, Alton and Chicago Railroad, and again in 1862 to that of the Alton and Chicago Railroad. The Alton and Sangamon Railroad from Alton to Springfield, seventy-one and one-half miles, was completed in 1853. The Chicago and Mississippi Railroad, from Springfield to Joliet, 148 miles, was completed in July, 1854. For the sake of having a northern terminus at Chicago, the company leased of the Chicago and Rock Island Railroad their track, or rather the right to run over their road to this city. In 1857, the Joliet and Chicago road was built under a charter of its own, and an arrangement was made with that company for the passage of trains, which remained in force until Jan. 1, 1864. At this time a perpetual lease of this road was agreed upon, upon the following terms: The Joliet and Chicago Railroad gave the Chicago and Alton Railroad 5,000 shares of stock and the perpetual and sole use and control of the line from Joliet to Chicago, and the Chicago and Alton guaranteed forever a 7 per cent dividend upon \$1,500,000 of Chicago and Joliet stock, and agreed to pay 8 per cent interest on the \$500,000 mortgage bonds of the Chicago railroad. The line between Alton and St. Louis is fast approaching completion, and the first train will pass over the road on the 1st of January, 1865. The present road is 280 miles long. Its estimated earnings for the year 1864 are \$2,918,620, an increase over the business of 1863, of 60 per cent. Of this amount over \$300,000 was received from the United States Government for the transportation of soldiers and material. The additions to the rolling stock are equal to 6 per cent. There have been no accidents whereby a passenger has been injured.

The following are the officers of the company.

President—T. B. Blackstone, Chicago.

Secretary and Treasurer—Wm. M. Larrabee, Chicago.

General Superintendent—Robert Hale, Chicago.

Assistant Superintendents—S. H. Knight, J. C. McMullin, Alton.

General Freight Agent—H. C. Wicker, Chicago.

General Passenger Agent—C. N. Pratt, Chicago.

Chief Engineer—O. Chanute, Chicago.

CHICAGO, BURLINGTON & QUINCY R. R.

The Chicago, Burlington & Quincy Railroad is one of the most prosperous, and has the reputation of being one of the best managed railroads in the country. It extends from Chicago to Galesburg, from which place branches tap the Mississippi both at Burlington and Quincy. At La Prairie another branch extends to Keokuk, connecting with the Keokuk and Des Moines Railroad. The same corporation operates the road from Galesburg to Peoria, and from Yates City to Lewiston, Fulton County. The railroad and branches operated by it are fully 400 miles long. It was begun in 1852 and completed in 1861. The estimated earnings for 1864 are \$5,109,575, of which probably \$60,000 was received for the transportation of soldiers and material. This amount is an increase of 28 per cent over the business of 1863. The addition to the rolling stock during the year have been equal to 8 per cent. With the exception of the disaster at Mendota in September, there have been no accidents during the year. How largely the Chicago, Burlington and Quincy corporation contributes to the support of the Government, may be inferred from the fact that, upon the items of dividends alone, they have paid an income tax of \$67,000.

The following is the present Board of officers:

President—John Van Nortwick.
Secretary and Treasurer—Amos T. Hall.
General Superintendent—C. G. Hammond.
Assistant Superintendents—Robert Harris, H. Hitchcock, C. W. Mead, A. N. Towne.
General Freight Agent—Henry Martin.
General Ticket Agent—Samuel Powell.
Travelling Agent—George R. Reed.
Purchasing Agent—J. R. Nichols.

ILLINOIS CENTRAL RAILROAD.

This is one of the longest continuous lines of road under the control of a single corporation in the United States, its entire length being 706 miles. We believe the Chicago and Northwestern Railway line only is longer. This road traverses the whole State from north to south, intersecting its course every railway in the State. From Cairo the road pursues a course nearly north 111 miles to Centralia, and there branches, one section pursuing a northeasterly course to Chicago, and the other northerly to Mendota, and thence northwesterly to Dunleith, opposite Dubuque. The main line has been in operation eight years, and the branches less than seven. To aid in its construction, the General Government granted 2,565,000 acres of land, consisting of every alternate section for six sections in width on each side of the road and branches, of which 2,000,000 acres are appropriated to secure the payment of \$17,000,000 of construction bonds, 250,000 acres to secure the payment of the interest on these bonds, and 345,000 acres to secure the payment of \$3,400,000 of Free Land Bonds.

The estimated earnings of the road for 1864 are \$6,317,350, which is an increase over the business of 1863 of 72 per cent. The additions to the rolling stock in 1864 have been: 8 locomotives, 6 passenger and .99 freight and other cars.

The Land Department of this road exhibits a degree of prosperity fully equal to that which prevails the traffic department, as shown by the following figures:

Acres sold from Jan. 1, 1864, to Jan. 1, 1865.....	265,562.46
Amount realized from same.....	\$2,014,627.84
Cash collected since Jan. 1, 1864.....	2,500,000.00
Construction bonds cancelled in all.....	3,660,000.00
Construction bonds cancelled since Jan. 1, 1864.....	1,189,000.00
For these the company paid in cash.....	1,423,800.00
Amount on hand applicable to expenses and dividends, &c.....	1,072,200.00

This is a gratifying exhibit, and entirely creditable to the officers of the road. These are as follows:

President—W. H. Osborn.
Resident Director—J. M. Douglas.
General Superintendent—W. R. Arthur.
Assistant General Superintendent—M. Hnghitt.
Superintendent Northern Division—J. C. Jacobs.
General Freight Agent—Robert Forsyth.
General Passenger Agent—W. P. Johnson.
Chief Engineer—L. H. Clarke.
Land Commissioner—W. M. Phillips.
Superintendent Chicago Division—S. M. Avery.

CHICAGO AND NORTHWESTERN R. R.

This corporation has, since the 1st of June, 1864, gained control of the following roads, which are divided in divisions, and are of the lengths indicated below:

Wisconsin Division.

Chicago and Northwestern Railway—
 From Chicago to Ft. Howard, Wis., opposite Green Bay.....242 miles
 From Kenosha, Wis., to Rockford, Ill..... 73 “
 —————315 miles

Galena Division.

Galena and Chicago Union R. R.—
 From Chicago to Fulton, Ill.....133 miles
 From Junction, Ill., to Freeport, Ill..... 91 “
 Beloit and Madison Branch—
 From Belvidere, Ill., to Madison, Wis..... 70 “
 Fox River Valley Line—
 From Elgin, Ill., to Richmond, Ill. 54 “
 —————333 miles

Iowa Division.

Chicago, Iowa & Nebraska R. R.—
 From Clinton, Iowa, to Cedar Rapids, Iowa..... 83 miles
 Cedar Rapids & Missouri River R. R.—
 From Cedar Rapids, Iowa, to Nevada, Iowa..... 93 “
 —————181 miles

Peninsula Division.

Peninsula R. R.—
 From Bay de Noque, Michigan, to Negaunee, Michigan..... 60 miles

Total length.889 miles

Of the earnings of the consolidated line we can only report since June. The actual earnings from June 1st to December 1st, 1864, together with the estimated earnings for the month of December, amount to \$4,237,181.83, of which it is estimated that \$50,000 were received from the Government for the transportation of troops and supplies. During this period additions have been made to the rolling stock of the corporation as follows: 13 locomotives, 5 passenger cars, 4 baggage cars, and 150 box freight cars. No passengers have been killed, but several have been injured through carelessness in getting on and off the trains while in motion.

The following is the Board of Officers:

President—Wm. B. Ogden.
Vice President—P. H. Smith.
Gen'l Superintendent—Geo. L. Dunlap.
Director of Galena Division—Wm. H. Ferry.
Chief Engineer—E. B. Talcott.
Secretary—James R. Young.
Treasurer—George P. Lee.

CHICAGO & ROCK ISLAND R. R.

The Chicago & Rock Island Railroad was commenced in 1852, and finished in 1854. It extends from Chicago to the Mississippi, at Rock Island, where it connects with the Mississippi & Missouri Railroad, by a bridge across the river. During the year which has passed there have been no consolidations or extensions. The length of the main line is 182 miles, and the Peoria branch 46 miles—228 miles altogether. The estimated earnings of the road for 1864 are \$3,045,130.41. The estimated increase of earnings over the year 1863 are 57 per cent. The additions to the rolling stock during the year were 113 box, 36 flat, and 14 stock cars. These were built in the Company's shops. During the year, nine persons were killed and three wounded. The following are the officers of the road and branch:

President—C. W. Durant.
President—P. & B. V. R. R.—T. C. Durant.
Vice President—Jno. F. Tracy.
Gen'l Superintendent—W. L. St. John.
Ass't Superintendent—W. H. Whitman.
Treasurer—E. W. Dunham.
Secretary—F. H. Tows.
Cashier—F. D. Sherman.
Gen'l Freight Agent—Lewis Viele.
Gen'l Ticket Agent—E. St. John.

CHICAGO AND CINCINNATI AIR LINE RAILROAD.

The Chicago and Cincinnati Air Line proper, is the line from Richmond, Indiana to Logansport, Indiana. At the latter place it is connected with the

Pittsburg and Fort Wayne Railroad at Valparaiso by the Chicago and Cincinnati line. Upon the completion of the track at present building between LaCrosse and Chicago, that portion between Valparaiso and LaCrosse will be abandoned, and cars will run direct to Chicago. This last strip of road belongs to what is known as the Chicago and Great Eastern Railroad Company, and will be operated by the Cincinnati and Chicago Air Line Company. It will be completed to Chicago January 15th, and thrown open to general traffic on the 1st of February, 1865. This corporation has secured from the Northwestern Railroad Company, the entire use of the Passenger Depot on Wells street, now occupied by the Galena Division of that road—the trains using it being about to be transferred to the Northwestern Depot on Canal and Kinzie streets. The Cincinnati and Chicago Air Line Company, will after the 1st of February be able to ticket passengers through direct to Baltimore and Washington.

Geographically, this is the short line to Baltimore, the second short line to the Eastern States, and the short line to Cincinnati. During the last year it has done no Eastern business, for the want of a terminus in Chicago which it could control. Notwithstanding these disadvantages, it has doubled the earnings of the preceding year. When its connection with Chicago shall have been made, it will doubtless take front rank with the great competing Eastern lines.

The number of miles at present operated by this corporation is 215. The estimated value of the earnings we have not been able to obtain, except generally, as above stated. During the year there have been purchased of rolling stock for the road six locomotives and 200 freight cars. Twelve passenger and fifty freight cars are now building at Clinton, Iowa. Of accidents during the year there have been none. No person has ever been killed since the road was operated, and but one slightly injured.

The following is the present management:

President—Wm. B. Judson, New York.

Vice President—Henry Morgan, New York.

Superintendent—John Brandt, Jr., Chicago.

Assistant Superintendent—T. J. Nixon, Richmond, Ind.

General Ticket Agent—N. H. Walker, Richmond, Ind.

General Freight Agent—H. J. Page, Chicago.

PITTSBURG, FT. WAYNE AND CHICAGO RAILROAD.

This line was commenced at the boundary line between the States of Pennsylvania and Ohio, July 4, 1849, by the Ohio and Pennsylvania Railroad Company, incorporated by an act of the Legislature of Ohio and by a concurrent act of the Legislature of Pennsylvania. The entire track was laid and the road opened for use between Pittsburg and Crestline, a distance of 187 miles, April 11, 1853. Crestline was thus then made the western terminus of the road in view of the certainty that the line would be practically carried to the western boundary of Ohio by the building of the Ohio and Indiana Railroad in the direction of Fort Wayne, and the building of the Bellefontaine and Indiana Railroad in the direction of Indianapolis. On the 28th of January, 1852, the Directors awarded to Mitchell & Co., the contract for building the road from Crestline to Fort Wayne, a distance of 131 miles. So vigorously was the work prosecuted, that on the 1st of November, 1854, the road from Pittsburg to Fort Wayne was ready for use.

The anxiety then became general to have a western connection with Chicago, and the passage of an act was secured in the Illinois Legislature incorporating the Fort Wayne and Chicago Railroad Company, thus giving the Indiana corporation legal existence in this State. The location of this line was begun in 1852, and completed to Columbia City, twenty miles from Fort Wayne, in February, 1856.

At this time it became evident that to secure the early completion of the line to Chicago some plan for harmonizing all interests and creating a unit in the management would have to be devised. A plan for the consolidation of these three corporations into one was proposed and adopted, and the Pittsburg, Fort Wayne and Chicago Railroad Company, whose existence dates from August 1st, 1856, was formed. Forty-five miles between Columbia City and Plymouth was completed on the 10th of November following, and on the same day the portion of the

Cincinnati, Peru and Chicago Railroad between Plymouth and Laporte was also completed. So that, on that day, a line was opened between Pittsburg and Chicago for the traffic of the Northwest 384 miles in extent.

On the 1st of January, 1857, the new company executed a mortgage on their entire property for \$10,000,000 to secure an issue of the same amount of thirty-year bonds—divided into two classes as follows: \$3,500,000 Construction Bonds to be used in the construction and equipment of the road, and \$6,500,000 Redemption Bonds to be used in redeeming all the issues of the old corporation.

In 1854, the company was enabled to complete its track to Chicago. In December 1859 the Bondholders commenced proceedings for foreclosure, and the property was placed in the hands of a Receiver. Soon after the whole property was sold, and purchased in for the benefit of the creditors of all classes. A new corporation was created to hold the property.

From the commencement of this great enterprise in 1849, to the consummation of the plan of re-organization in 1862, no creditor of the Company was ever required to abate one dollar from any just claim; all such debts, with interest, have been paid in cash, or in the bonds of the Company.

The entire cost of the railway with its equipment, up to the 1st of January, 1865, will not largely vary from \$20,000,000. During the year 1864 its estimated earnings will reach a tride over \$7,000,000, of which sum probably \$1,000,000 has been received from Government for the transportation of troops and supplies. The above earnings are 33 per cent in excess of the earnings for the year 1863. There have been no consolidations or extensions during the year, and few accidents. The additions to the rolling stock have been very large—how large we have no means of determining, and consist of locomotive, passenger and stock cars. The following is the present Board of officers:

President—Geo. W. Cass, Pittsburg, Pa.

Vice-President—Saml. Hanna, Fort Wayne, Ind.

Superintendent—J. M. McCulloch, Pittsburg, Pa.

Chief Engineer—J. B. Jervis, Pittsburg, Pa.

Secretary—W. H. Barnes, Pittsburg, Pa.

Asst. Secretary—F. M. Hutchinson, Pittsburg, Pa.

Treasurer—J. P. Henderson, Pittsburg, Pa.

Com'l and General Agent—J. H. Moore, Chicago.

General Freight Agent—J. J. Houston, Pittsburg, Pa.

General Passenger Agent—F. R. Myers, Pittsburg, Pa.

Supt. E. D.—Wm. P. Shinn, Pittsburg, Pa.

Supt. W. D.—C. E. Gorham, Fort Wayne, Ind.

HORSE RAILWAYS.

The history of the railroad progress of Chicago during the year 1864 would be incomplete were not mention made of our numerous street railways. These are operated and controlled by three distinct corporations, one for each of the three grand divisions of the city.

CHICAGO CITY R. W.

The Chicago City Railway Company was incorporated February 14, 1859. On the 25th of April immediately following, the cars were running to Twelfth street, and in June after to the city limits. During the month of October, 1864, a branch track was laid up in the Archer road from State street to Stewart avenue. This branch will be completed to Bridgeport during the ensuing year. The Company own 35 cars, 255 horses and mules, and give employment to 200 men. It is estimated that the State Street and Archer Road Line have carried between the 1st of January, 1864, and 1865, a total of 3,451,340 passengers. The present daily average is not far short of 12,000 passengers. At that rate the Company will transport about 4,500,000 passengers during the ensuing year. The officers of the Chicago City Railway are:

President—Samuel M. Nickerson.

Vice President—Henry Fuller.

Superintendent—Charles H. Walker.

Secretary and Treasurer—Geo. W. Fuller.

WEST DIVISION RAILWAY.

The West Division Railway Company owns and operates the lines running west of Chicago River. The Madison Street line was constructed by the

old City Railway Company as was also Randolph Street line. The former commenced running in June 1859, and the latter in August, 1859.

On the 1st of August, 1863 the City Railway Company disposed of its interest in these two lines to the West Division Company, for \$300,000. The new Company immediately thereafter began the work of extension. A track was laid on Blue Island Avenue and cars were running to 12th street by Dec. 25, 1863.

Milwaukee Avenue was next laid under contribution, and on the 2d of June 1864 cars were running in the direction of Holstein. The Clinton and Jefferson street line was opened in October last. The Company owns 47 cars, 373 horses, and employ 225 men. The estimated number of miles run during the year is 592,288.

The following are the officers:

President and Superintendent.—J. R. Jones.

Secretary and Treasurer.—Wm. H. Ovington.

Assistant Superintendent.—J. K. Lake.

NORTH CHICAGO CITY RAILROAD.

This railroad is made up of the following lines. The City Limits line constructed in 1859; the Sedgewick and North avenue line constructed in 1861; the Clybourne avenue and Larrabee-st. line constructed in 1859; the Chicago avenue line constructed in 1859, and the Graceland line constructed in 1864. Upon the last named line extending from the city limits to Graceland, steam is used. A proposition is before the Common Council to allow the use of steam on the remainder of the road. The company has lately completed shops for rebuilding and repairing their rolling stock, which will supply a want they have long felt. The number of passengers carried by the North Division Railway average about 3,000 daily. They have about thirty cars, 100 horses, and give employment to 100 men. The following are the officers of the company:

President.—J. B. Turner.

Secretary and Treasurer.—V. C. Turner.

Superintendent.—H. L. Bristol.

PROPERTY STATISTICS.

The value of property in the city has rapidly increased within the year. The tremendous spur given to all phases of business activity has enhanced values in a remarkable degree. We reproduce the following table of assessed values of real and personal estate and the amount of taxes paid into the city treasury for a series of years, from the last report of the City Comptroller to the Common Council. It must not, however, be supposed that either column, but especially the second, expresses anything like the value of property, real or personal. Real values are almost invariably four times as large as the sums assessed, and this is especially true now. The comparative values of real estate for 1862 and '64 are perhaps nearly correct, as the value of land has not increased in the same ratio as all the items of personal property. But what shall be said of the latter, when stocks of goods have been swelling and accumulating at an unprecedented rate, till now the stocks on hand of our wholesale dry goods houses alone could not probably be purchased for that eleven and a half millions? And the same remark would apply equally to some other branches of trade. But look at even this exhibit: In 1840 the total valuation was less than a hundred thousand dollars; now, only twenty-four years afterwards, the civic taxes alone are more than ten times that amount, while the revenue taxes paid to the General Government largely exceed even those figures. The total value of the property in this city may safely be assessed at over one hundred and fifty millions, or about one thousand dollars to each man, woman and child within its limits—we admit that the distribution is scarcely equal.

MUNICIPAL VALUATION.

The following is the table; it should be observed that it refers to the city alone:

Year.	Real Estate.	Personal.	Total.	Taxes.
1837.....	\$ 236,842	\$.....	\$ 236,842	\$ 5,905.15
1840.....	94,437	.....	94,437	4,721.85
1843.....	962,221	479,098	1,441,314	8,647.89
1845.....	2,273,171	791,851	3,065,022	11,077.58
1846.....	3,664,425	857,281	4,521,656	15,825.80
1847.....	4,995,446	835,704	5,831,170	18,159.01
1848.....	4,998,266	1,302,174	6,300,440	22,651.54
1849.....	5,181,637	1,495,047	6,676,684	30,045.00

Year.	Real Estate.	Personal.	Total.	Taxes.
1850.....	5,685,905	1,534,84	7,220,49	25,270.87
1853.....	13,130,177	3,711,154	16,841,531	135,662.68
1855.....	21,637,00	5,35,393	26,992,893	206,209.03
1856.....	25,892,308	5,833,776	31,726,084	396,652.39
1860.....	31,198,135	5,835,377	37,033,512	873,815.29
1862.....	31,587,545	5,592,300	37,239,845	564,038.06
1864.....	37,148,03	11,584,759	48,732,782	974,655.64

The total city indebtedness of the present time is \$3,836,705.39, of which amount \$27,474.46 has been contracted during the year, now closing.

COUNTY ASSESSMENTS.

It has frequently been said that "Chicago is Cook county." This is scarcely true, though the city does form by far the most important part. The following are the returns of property values in the county, just compiled by the County Clerk, the last two columns being the amount of State and county taxes:

	Real.	Personal.	State.	County.
Total.....	\$9,869,306	\$11,164,682	\$312,773.87	\$38,465.54

The following are the returns of the number and value of horses, cattle, and hogs, in the county, probably nearly correct for the district outside of Chicago, but manifestly very far below the truth for the city:

	Horses.	Cattle.	Hogs.
No. Val.	No. Val.	No. Val.	No. Val.
Total.....	1632 \$602627	40909 \$385851	12731 \$23576

The following are the returned number of sheep, and bushels of wheat, corn, and other grains in the county outside of the city:

	Sheep.	Wheat.	Corn.	Misc.
No. Value.	bu.	bu.	bu.	bu.
Total.....	25,115 \$46,903	23,169	30,224	52,845

The aggregate valuation of vessels owned in the in the county is stated at \$2624,25.

The following is the valuation and amount of taxes paid to State and County by the eleven Railroads running into the city. In the column of totals are included the town, war and school taxes:

Name of R.	Valua.	State.	County.	Total.
C. & M.....	\$131,631	\$987.24	\$638.15	\$3,317.60
C. & N.....	245,499	1,848.68	1,232.45	6,633.20
G. & C.....	615,498	4,618.49	3,079.00	18,413.62
C. & R. I.....	315,720	2,367.50	1,578.00	7,484.01
M. S.....	41,184	308.59	205.94	1,295.05
M. C.....	158,013	1,185.10	790.07	3,530.26
P. F. W. & L.....	202,841	1,521.31	1,014.32	4,923.64
C. A. & St. L.....	25,000	187.50	125.00	541.25
C. B. & Q.....	19,627	1,167.20	978.14	6,065.23
Jol. & N. E.....	62,144	466.49	310.72	1,716.11
Joliet & C.....	10,596	831.72	553.48	3,396.88

Total.....\$2,105,847 \$15,790.12 \$10,526.76 \$57,349.35

The total present indebtedness of the county is about \$74,000.

INTERNAL REVENUE.

The following record, laboriously compiled from the records of the United States Assessor's office in this city, will show the amount of revenue realized by the Government from all sources during the year ending August 31, 1864, in the district embraced within the limits of Cook county. The total is an enormous one, and speaks more eloquently of the commercial importance of the District than words. We shall but echo the opin-

September, 1863.....	\$157,671.34
October, ".....	186,708.96
November, ".....	144,228.63
December, ".....	201,633.99
January, 1864.....	173,152.74
February, ".....	202,873.25
March, ".....	237,745.32
April, ".....	139,296.00
May, ".....	456,229.09
June, ".....	453,019.74
July, ".....	140,145.58
August, ".....	84,762.03
Annual income tax for 1864.....	539,848.90

Total August, 31, 1864.....\$2,617,338.57
Total collected for year ending Aug. 31, 1864.....1,510,410.38

Increase for year ending Aug. 31, '64. \$2,096,928.19
Total collected for two years ending Aug. 31, 1864.....5,127,748.95

The total amount of revenue derived from this collection district, during the fiscal year, was \$3,617,338.57—being an increase of \$2,096,928.19 over that of the previous year. Taken in connection with the city directory, our statistical tables exhibit some singular and instructive facts. The gross receipts of our horse and steam railroads were \$6,707,294.49. We have eighty-one merchant tailors, who annually manufacture clothing to the extent of \$569,634. The advertising columns of our forty-two newspapers report for taxation receipts to the extent of \$196,597. The manufacture of furs amounts to \$31,834. The sum of \$17,719.30 was realized as the taxes on horned cattle, and \$33,714.88 on hogs. The weakness of humanity is manifest when we state that \$1,240,848.65 were collected from distillers of spirits. In the confectionery line, juvenile Chicago aided Uncle Sam to the extent of \$43,940.53. Malt liquors were assessed \$65,210.81. Our auctioneers reported for one-fourth per cent taxation sales to the amount of \$320,040. Under the head of penalties for infraction of the revenue laws, we find the sum of \$323.45. Carriages are taxed \$24,800. Gas yields \$21,676.77. From iron manufacturers were drawn \$21,173.27. The single article of oil yielded \$14,799.15.

We have an average mortality list of 280 persons per month—greatly aided, no doubt by 234 practising physicians. Their shadows are preserved to their friends through the efforts of 40 photographic artists. Eight thousand new buildings received the attention of 95 proprietary carpenters. One hundred and two tobacco houses pay a revenue tax of \$157,138.70. There are 1,792 licensed drays, carriages, &c., and 1,125 licensed saloons. One hundred and thirty-six retail boot and shoe houses furnish understandings for our citizens. We have 97 churches, 7 asylums, and 3 hospitals. "Cleanliness being next to Godliness," we may announce the existence of 54 barber-shops and bath-rooms. Forty-five insurance agents compete with eleven banks and savings institutions. Seventy-two dress-makers give the fair sex fits. One hundred clergymen perform the marriage ceremony, 38 printers issue nuptial cards, and 73 furniture dealers are in readiness to supply the fortunate man with household fixtures. Five hundred and twenty-seven retail provision dealers compete for his custom. Twenty tugs patrol our harbor, and six Express Companies bring us the holiday fashions.

NUMERICAL PROGRESS.

We can scarcely note progress in this direction, owing to the absence of a regular census in 1863; but we can state a gigantic fact—rather loosely. The population of the city has been variously estimated at from 150,000 to 200,000, the latter being the calculation in Bailey's City Directory. The following is the census taken on the 1st of October, by S. S. Hayes, the City Comptroller:

	Total Inhabitants.	Whites Under 21.	Whites Under 5.	Colored.
First Ward.....	11,278	2,755	799	292
Second Ward.....	12,571	4,085	1,589	663
Third Ward.....	14,295	5,002	1,838	969
Fourth Ward.....	10,108	3,429	1,284	39
Fifth Ward.....	8,803	4,023	1,719	29
Total South Div'n.	56,955	19,385	7,229	1,941
Sixth Ward.....	9,466	4,145	1,839	15
Seventh Ward.....	13,834	5,194	2,969	15
Eighth Ward.....	7,523	3,597	1,577	9
Ninth Ward.....	10,099	4,223	1,364	54
Tenth Ward.....	11,138	4,093	1,432	73
Eleventh Ward.....	12,604	5,008	1,963	20
Twelfth Ward.....	8,311	3,965	1,733	4
Total West Div'n.	79,475	30,232	12,872	190
Thirteenth Ward....	6,341	2,913	1,288	2
Fourteenth Ward....	5,345	2,463	1,073	0
Fifteenth Ward.....	13,989	6,147	2,810	2
Sixteenth Ward.....	13,343	4,908	1,865	60
Total North Div'n.	39,223	16,331	7,036	65
South Division.....	56,955	19,385	7,229	1,941
West Division.....	79,475	30,232	12,872	190
Total of Chicago.	169,333	55,943	27,137	2,141

It is generally thought that these figures are too high. The allowance of 15 per cent for absentees

is scarcely warranted even by the fact that great numbers have entered the army from Chicago, who are still credited as residents here. Deduct the 7,363 thus added, and it leaves an enumerated population of one hundred and sixty-two thousand, minus ten.

Accepting the official census, the following will exhibit the rate of increase in the several divisions since Dec. 1st, 1853:

Date.	S. Div.	W. Div.	N. Div.	Total.
Dec. 1, 1853.....	26,592	14,579	18,859	60,030
Aug., 1856.....	39,339	28,350	25,524	93,213
Oct. 1, 1862.....	43,470	57,193	35,823	136,486
Oct. 1, 1864.....	56,955	73,475	38,933	169,333

The increase in ten years and ten months has been in the South Division 111 per cent, in the West Division 400 per cent, in the North Division 118 per cent, and in the whole city 170 per cent.

Very respectable exhibit for a place which thirty-five years ago contained only nine families. We give the following table of populations from that important epoch. Those marked with a star are approximations; the others were obtained by actual count:

1829.....	*30	1847.....	16,559
1831.....	*60	1848.....	20,023
1832.....	600	1849.....	23,047
1833.....	*350	1850.....	28,269
1834.....	*1,800	1851.....	*34,000
1835.....	3,265	1852.....	38,734
1836.....	*4,000	1853.....	60,062
1837.....	4,170	1854.....	65,872
1838.....	*4,000	1855.....	80,023
1839.....	4,200	1856.....	*86,000
1840.....	4,479	1857.....	*93,000
1841.....	*5,500	1858.....	*90,000
1842.....	*6,590	1859.....	*90,000
1843.....	7,530	1860.....	109,263
1844.....	*8,000	1861.....	*120,000
1845.....	12,088	1862.....	137,030
1846.....	14,169	1863.....	*150,000
1864.....			169,333.

In the spring of 1831 there were twelve families here, in May 1832 the fort contained 500 souls, and in the following February a garrison of 200, while outside were about 150. In November '35 the first census was taken; the county then contained 9,773 souls.

The census of the State will be taken during the present year.

MORTALITY.

We are not able to present the exact figures of deaths in the city during the year, as the December returns are not yet made. The following table shows the mortality in each of the divisions of the city from Dec. 1, 1863, to the same date in '64, and the present month is given approximately, carrying out the ratios of the year unto December. The estimates are probably very near the truth:

Month.	N. Div.	S. Div.	W. Div.	Total.
December.....	66	153	104	324
January.....	99	144	125	368
February.....	99	123	127	356
March.....	67	121	141	345
April.....	70	117	108	298
May.....	86	108	100	309
June.....	64	104	89	262
July.....	119	140	165	426
August.....	173	129	194	499
September.....	131	121	143	394
October.....	63	94	108	270
November.....	79	89	73	242
December.....	73	180	123	352
	1,132	1,470	1,495	4,151

During the year there were 54 not assigned to the separate Divisions.

FIRES.

Below will be found a tabulated statement of the number and locality of fires which have occurred during the old year. Eighteen Hundred and Sixty-four has proved not only the most prosperous year in our city's history, but one more marked than any of its predecessors by the ravages of fire. Not only do the losses amount to nearly double those of any year since the inauguration of the Steam Fire Department, but almost equals in amount the damages inflicted in 1859 so celebrated for extensive fires; conflagrations which mocked the extinguishing powers of the old hand engines. Considering that no increase over over last year exists in the num-

ber of fires, the heavy loss of 1864 may give rise to some astonishment, especially when the effective condition of our Fire Department is remembered. The reason will be found in the occurrence of three or four heavy fires which in themselves caused damage to the amount of hundreds of thousands of dollars. The great conflagration, for example, of Lill's Brewery, was only surpassed in point of loss by the sum of \$22,410 by the whole 170 fires of 1861.

RECAPITULATION.

Fires.	Incen- diary.	False Alarms.	Loss.	Insur- ance.
January....	18	..	\$2,910	\$1,900
February....	13	1	38,010	38,300
March.....	18	2	86,525	79,500
April.....	11	2	23,200	23,300
May.....	20	1	49,560	39,100
June.....	11	1	137,200	46,000
July.....	30	3	86,450	70,750
August.....	16	1	11,150	10,000
September..	18	1	28,600	23,550
October....	19	..	44,405	23,850
November..	11	1	84,520	81,000
December..	10	1	6,870	6,600
Total....	195	14	\$599,400	\$437,850

	Fires			Losses		
	S. Div.	W. Div.	N. Div.	South Div.	West Div.	North Div.
January..	10	5	3	\$385	\$2,175	\$350
February..	7	2	4	7,610	4,100	26,300
March.....	13	4	1	81,075	4,950	500
April.....	8	1	2	22,375	300	525
May.....	12	5	3	34,500	15,000	....
June.....	5	2	4	3,500	1,500	132,300
July.....	6	10	4	59,950	13,150	8,350
August....	11	4	1	4,500	6,350	300
September.	9	4	5	17,300	9,050	2,250
October...	8	4	7	38,535	2,050	3,770
November.	6	4	1	75,320	8,500	....
December..	4	5	1	550	6,320	....
Total....	109	50	36	\$345,950	\$78,445	\$175,045

PUBLIC SCHOOLS.

The many educational facilities of the city have throughout the year, and especially during the latter months, been strained to their utmost capacity. All the public schools have been filled almost to overflowing, and in many cases it has been found absolutely necessary to procure other buildings to accommodate the large number of children whom the district school houses could not contain. Two buildings of this kind have been

As we have before stated, the schools have all been well attended during the year, proof of which is evident from the annexed table, which represents the approximate attendance at the close of the year:

SCHOOL.	Enroll- ment.	Average Attend- ance.	Average member- ship.	Per Ct. of at- tend'ce.
High.....	342	312	336.6	93.6
Dearborn....	845	693	767.5	90.2
Jones.....	734	599	648.8	92.3
Scammon....	973	796	875.3	91.
Kinzle.....	974	791	873.1	90.7
Franklin....	1207	1076	1109.7	92.5
Washington..	1391	1066	1201.7	88.8
Mosely.....	841	649	699.3	92.8
Brown.....	747	616	669.9	91.9
Foster.....	1304	1454	1635.2	88.9
Ogden.....	905	745	833.	89.5
Newberry....	896	701	803.	87.
No. Twelve..	505	398	447.	92.
Skinner.....	1632	1283	1453.9	83.6
Haven.....	937	735	849.9	91.1
South Chicago	102	74	90.	83.5
Bridgeport...	235	201	240.1	83.7
Holstein....	63	48	56.5	83.1
Colored.....	167	107	125.	83.6
Total.....	15451	12344	13720.5	90.

The total expense of maintaining the City Schools for the past fiscal year was \$95,550.91.

THE FIRES OF 1864.

The losses by conflagrations in the Northern States during the year, where the property destroyed at each fire was worth \$20,000 and upwards, are reported below:

January.....	\$821,500
February.....	3,623,000
March.....	1,765,000
April.....	1,170,900
May.....	630,000
June.....	1,757,000
July.....	6,700,000
August.....	500,000
September.....	700,000
October.....	450,000
November.....	345,000
December.....	300,000
Total.....	\$19,072,400

In the above we have made no estimate of the destruction by fire caused by the war, nor of the fearful destruction of timber, fences and dwellings at Long Island, in New Hampshire, New York, Maine, Michigan, and in the Lake Superior country by fires in the woods in July and August. It simply represents the amount of property consumed by the ordinary agencies of conflagration. Neither is insurance computed, as it is seldom reported. The value of property destroyed by fire in the Northern States was a little over \$12,000,000 in 1863. The total losses by fire in the United States for the past ten years (property worth twenty thousand dollars and upwards destroyed at each fire) have amounted to \$163,305,000, or a little over \$16,000,000 per year. Now the losses in these years were about equally divided between the Northern and Southern States, the South, if not so densely populated, suffering from the want of proper organizations to extinguish fires. This would give about eight millions a year as the average loss in the Northern States. Since the war broke out, however, the increase has been alarming. Considerable allowance must be made for the increased cost of articles burned, owing to the depreciation of currency; but when the fires below the twenty thousand dollar ratio, the losses by military movements, raids and the destruction of Government property at depots in the field, are considered, the results are most alarming, and call for increased watchfulness and care.

CASUALTIES OF 1864.

Below we present in tabular form the casualties during the year by railroads, steamboats and explosions in the Northern States:

Railr'ds. Steam'b'ts. Expl's.		
January.....	13	..
February.....	2	13
March.....	15	..
April.....	1	..
May.....	13	..
June.....	4	40
July.....	102	18
August.....	2	..
September.....	65	7
October.....	31	8
November.....	50	100
December.....	13	25
Total.....	311	211

This makes a total of 810 lives lost by railroads, steamers and boiler explosions during the year. In addition to these, 244 persons have been injured by the same agencies.

THE CONNECTICUT Mutual Life Insurance Company OF HARTFORD.

ACCUMULATED CAPITAL OVER \$7,000,000.

Dividends have averaged over 50 per cent.—are declared **ANNUALLY**, and paid to the Assured during his Life.

Number of Policies issued the past year, over 8,000.

THIS COMPANY ACCOMMODATES the ASSURED in the settlement of their premiums on LIFE Policies, by receiving a note for ONE-HALF, when the premium amounts to \$50 or more,—thus furnishing Insurance for double the amount, for nearly the same Cash Payments, as is required in an “ALL CASH COMPANY.” But it is optional with a party, when taking out a policy or paying his annual premium, to give the note or pay ALL CASH. If he prefers the latter mode, his dividends will be paid him in Cash, or, what is the same in effect, applied to reduce his premiums; so that after four years, according to past experience, his cash payment will be reduced ONE-HALF, and he will always have four dividends to his credit, payable when the policy matures.

This Company have a larger number of Policies in force than any other Company in America. Over TWELVE HUNDRED insured in Chicago, a few of whom we take liberty of referring to:

Mahlon D. Ogden,
Daniel Brainard
E. H. Sheldon,
E. C. Larned,
A. G. Throop,
Prof. S. C. Bartlett,
W. Munger,
Samuel Powell,
Rev. W. W. Patton,
Wm. B. Keen,
Jas. C. Savage,
Dr. E. A. Small,
S. B. Perry,
Geo. W. Gage,
Jas. H. Hoes,
D. J. Ely,
Cyrus Bentley,
Cyrenus Beers,
Thomas Allen,
James Boyd,
Wm. K. McAllister,
J. K. Pollard,
J. S. Rumsey,
Philip Wadsworth,
E. W. Wells,

B. F. Carver,
Thomas M. Avery,
J. H. Woodworth,
N. S. Bouton,
S. C. Griggs,
Col. Henry Smith,
J. B. Rice,
James Peck,
D. B. Cooke,
D. J. Lake,
O. S. Goss,
Thomas C. Hoag,
E. S. Williams,
F. Porter Thayer,
Wm. E. Doggett,
Wm. F. Endicott,
A. H. Burley,
E. R. Burnham,
S. B. Cobb,
C. W. Dupee,
Wirt Dexter,
C. B. Nelson,
James A. Parsons,
H. O. Stone,

E. B. McCagg,
Frank Parmalee,
Amos T. Hall,
S. B. Walker,
J. B. Doggett,
Col. F. A. Eastman,
O. W. Belden,
O. S. Hough,
Wm. S. Johnston, jr.,
D. R. Holt,
Walter S. Johnson,
C. T. Wheeler,
Francis Bradley,
Wm. L. Greenleaf,
S. M. Fassett,
S. H. Kerfoot,
H. F. Waite,
D. B. Fisk,
J. C. Fargo,
Geo. M. Gray,
C. O. Parks,
Henry Marlin,
Murray Nelson,
Geo. A. Pitkin,

J. Y. Scammon,
J. S. Newhouse,
Norman B. Judd,
Martin Green,
H. D. Colvin,
Thomas B. Bryan,
D. B. Fisk,
Wm. H. Bradley,
Henry W. King,
Walter Kimball,
John C. Williams,
Prof. Joseph Haven,
Horace G. Chase,
James E. Aiken,
Dr. John Evans,
E. T. Root,
Frank A. Sherman,
T. W. Wadsworth,
J. Q. Holt,
C. J. Hull,
S. S. Hayes,
H. W. Hinsdale,
John V. LeMoigne,
Wm. Oviatt,

**MOORE & STEARNS,
GENERAL AGENTS, 49 LA SALLE STREET,
CHICAGO.**

TRAVELERS' INSURANCE COMPANY,

HARTFORD, CONN.,

INSURES AGAINST ACCIDENTS

OF EVERY DESCRIPTION.

CAPITAL, - \$500,000.

Under the General Accident Risk, the payment of an Annual Premium of Ten Dollars will secure a Policy granting Insurance for Two Thousand Dollars in the event of Death by any description of Accident, with Ten Dollars per week Compensation for any personal Injury causing Total Disability from business, so that, should the Policy be continued in force for five years, any one Accident causing disability for FIVE WEEKS will reimburse the assured for the whole cost of his Insurance. Twenty-five Dollars Premium will, in like manner, secure a Policy for Five Thousand Dollars, and Twenty-five Dollars per week Compensation.

ANNUAL PREMIUMS FOR GENERAL ACCIDENTS.

4			5			6	
Death Only.			Compensation Only. (Total Disability.)			Together.	
Sum Insured	Ordinary Prem.	Special Prem.	Weekly Comp.	Ordinary Prem.	Special Prem.	Ordinary Prem.	Special Prem.
\$500	\$2 00	\$2.50	\$3.00	\$2.00	\$2.50	\$3.00	\$3.50
1,000	3.00	3.75	5 00	3.00	3.75	5.00	6 00
1,500	4.50	5 62	7.50	4 50	5 62	7.50	9 00
2,000	6.00	7.50	10 00	6.00	7.50	10 00	12 00
2,500	7.50	9.37	12.50	7.50	9.37	12.50	15 00
3,000	9.00	11 25	15.00	9.00	11 25	15.00	18 00
3,500	10.50	12.75	17.50	10.50	12 75	17.50	21 00
4,000	12.00	15.00	20.00	12 00	15.00	20.00	24 00
4,500	13.50	16.87	22 50	13.50	16 87	22.50	27 00
5,000	15 00	18.75	25 00	15.00	18 75	25.00	30 00

General Accidents include the Traveling Risk and also all forms of Dislocations, Broken Bones, Ruptured Tendons, Sprains, Concussions, Crushings, Bruises, Cuts, Stabs, Gunshot Wounds, Poisoned Wounds, Burns and Scalds, Bites of Dogs, Unprovoked Assaults by Burglars, Robbers or Murderers; the action of Lightning or Sun Stroke, the effects of Explosions, Chemicals, Floods and Earthquakes, Suffocation by Drowning or Choking; where such Accidental Injury is the cause of Death within three months of the happening of the injury, or of total disability to follow his usual avocations.

CHICAGO BOARD OF REFERENCE.

J. Y. SCAMMON	President Mechanics' National Bank
JOHN F. BEATTY	Secretary of Board of Trade
C. C. WAITE	Sherman House
G. F. BISSELL	General Agent Hartford Fire Insurance Company
J. V. FARWELL	Firm of Farwell, Field & Co.
J. K. POLLARD	Firm of Pollard & Doane
COL. C. G. HAMMOND	Superintendent C. B. & Q. Railroad
WM. E. DOGGETT	Firm of Doggett, Bassett & Hills
T. M. AVERY	Lumber Merchant
P. W. GATES	President Eagle Works Co.
JAS. C. FARGO	Manager American Express Co.
W. R. ARTHUR	General Superintendent Illinois Central Railroad
W. L. ST. JOHN	General Superintendent Rock Island Railroad
E. H. WILLIAMS	Superintendent Galena Div. C. N. W. Railroad
A. C. HESING	Of Illinois Staats Zeitung
ROBERT HALE	General Superintendent Alton & St. Louis Railroad
H. B. WILMARTH, (of Miller & Wilmarth)	Agent of Home Insurance Company

RECORD OF THE REBELLION,

For 1864.

Union capture of Madisonville, La.....	Jan	11	McCausland defeated by Averill; and Stone-		
Athens, Ala., captured by Forrest.....	"	26	man, with 2,500 men captured, in Georgia.	"	31
Rebel cavalry defeated at Sevierville, Tenn..	"	27	Farragut passes Fort Morgan, destroys two		
Draft of 500,000 men ordered.....	Feb.	1	gunboats, and captures the ram Tenn.....	Aug.	5
Newbern, N. C., attacked—Rebels repulsed	"	2	Fort Powell, at Mobile, blown up, and Fort		
Gen. Sherman starts on his raid.....	"	8	Gaines surrendered.....	"	6
Capture of Jacksonville, Fla.....	"	7	Union victory in the Valley.....	"	7
Sherman occupies Meridian, Miss.....	"	11	Rebel works on the New Market road cap-		
Return of Sherman's Expedition.....	"	22	tured by Hancock—Union loss 800.....	"	14
Custar's raid to Gordonsville.....	"	28	Early repulsed at Front Royal.....	"	15
Kilpatrick's raid to Culpepper.....	"	29	Union victory on the Weldon R. R.—Rebels		
Custar's raid to Ely's Ford on the Rapidan..	Mar	4	lose 2,300 prisoners.....	"	18
Gen. Grant Assigned to command in Va.....	"	12	Rebel assault on the Weldon R. R. repulsed	"	19
President calls for 200,000 men.....	"	14	Attack on the 9th corps repulsed—battle be-		
Fort De Russy, Ark captured.....	"	15	tween Sheridan and Early at Summit		
Alexandria, La., occupied by Gen. Banks...	"	16	Point, Va.—Forrest's raid on Memphis...	"	21
Union Victory at Nachitoches.....	"	21	Surrender of Fort Morgan, 581 prisoners	"	23
Paducah captured by Forrest.....	"	25	Battle at Reams' Station.....	"	25
Battle of Cane River, La., rebel loss 700...	"	28	Battle of Jonesboro, Ga. Rebel loss 6,000...	"	13
Rebel defeat at Longview, Ark., loss of 300.	"	31	Atlanta occupied by Gen. Sherman.....	Sept	1
Banks defeated at Sabine Cross Roads.....	Apr'l	8	John Morgan surprised and killed.....	"	5
Kirby Smith defeated by Banks at Pleasant			Large herd of cattle captured by the rebels		
Hill—The Banks Expedition abandoned..	"	9	near Petersburg.....	"	15
Fort Pillow captured.....	"	14	Early defeated by Sheridan at Darnesville.		
Capture of Plymouth, N. C., by rebels.....	"	18	Rebel loss 7,500 men, 15 battle flags and 5		
Banks' rear attacked—Rebels repulsed....	"	24	cannon.....	"	19
Gen. Sherman occupies Tunnel Hill.....	"	30	Early defeated by Sheridan at Fisher's Hill.		
Grand movement of Army of the Potomac	May	3	Rebel loss 1,100 prisoners and 29 guns...	"	22
Passage of the Rapidan.....	"	4	Athens, Ala., captured by Forrest.....	"	24
Butler at City Point.....	"	5	Price attacks Pilot Knob, Mo. Repulsed...	"	27
Battles of the Wilderness—Union loss 6,000	"	5, 6	Rebel attack on Fort Sedgwick, on the		
Battle of Tunnel Hill, Ga.....	"	12	James. Repulsed.....	"	28
Battle of Spottsylvania C. H.....	"	12	Works at Chapin's Farm, north of the		
Union Victory at Kessaca, Ga.....	"	14	James, carried by Gen. Ord.....	"	29
Butler attacked near Fort Darling.....	"	15	Rebel attack on our lines at Chapin's Farm		
Defeat of Sigel at New Market Va.....	"	17	repulsed.....	"	30
Sherman occupies Kingston, Ga.....	"	18	Burbridge defeated at Saltville, Va. Loss		
Grant's movement to Guinness and Milford	"	20	350.....	Oct.	2
Severe engagement and occupation of Dal-			Dalton, Ga., surrendered to Forrest.....	"	3
las, Ga.....	"	25	Battle of Alatoona, Ga. Rebel loss 1,200...	"	5
Grant crosses the Pamunky.....	"	28	The Florida captured in Bahia Harbor.....	"	7
Severe fighting near Dallas, Ga.....	27, 28, 29		Torbet's victory at Strasburg. 350 prison-		
Battle at Powder Spring, Va.....	"	29	ers and 11 guns captured.....	"	8
Battle of Alatoona, Ga.....	"	30	Price repulsed at California, Mo.....	"	9
Rebels defeated by Hunter near Staunton	"	5	Col. Hoge defeated at Eastport. Loss 46		
Marmaduke defeated by A. J. Smith.....	"	7	men and 2 batteries.....	"	10
Union defeat at Guntown, Miss.....	"	10	Retreat of Hood towards the Coosa River...	"	17
Passage of the James by Grant's forces.....	"	12	Battle of Cedar Creek, Va. Sheridan cap-		
Unsuccessful attack on Petersburg.....	"	15	tures 30 pieces of artillery. Rebel loss		
Union victory at Lost Mountain, Ga.....	"	16	over 5,000 men.....	"	19
The Alabama sunk by the Kearsage.....	"	19	Price defeated at Independence, Mo.....	"	22
Battle of Kenesaw Mountains, Ga.....	"	27	Price routed at Mine Creek. Rebel loss		
Sherman occupies Marietta, Ga.....	"	30	3,500 men.....	"	25
Rebel raid in the Shenandoah.....	July	3	Reconnoissance of the Army of the James...	"	27
Invasion of Maryland—Union repulse...	"	7	Rebel defeat at Norristown, E. Tenn.....	"	28
Gen. Wallace repulsed on the Monocacy....	"	9	Rebel ram Albemarle blown up.....	"	28
Gen. Rosseau's raid to the south of Atlanta.	"	10	Hood repulsed at Decatur, Ga.....	29 & 30	
Raiders retire across the Potomac.....	"	13	Plymouth, N. C., recaptured by our forces...	Nov	1
Forrest defeated by A. J. Smith, at Tupelo	12-14		Sherman's Grand March commenced.....	11 & 12	
Battle of Peach Tree Creek, Ga.....	"	20	Rebels repulsed at Strawberry Plains.....	"	15
Return of Rosseau with 2,000 prisoners.....	"	22	Hood repulsed at Franklin by Schofield....	"	20
Battle before Atlanta—rebel loss 2,342 kill-			Gen. Sherman captures Fort McAllister...	Dec	13
ed, 9,000 wounded, and 3,200 prisoners....	"	22	Sailing of Com. Porter's fleet.....	"	13
McCook's cavalry expedition in Georgia			Forrest defeated at Murfreesboro.....	"	15
broken up.....	"	26	Hood's army routed by Thomas.....	18 & 19	
Rebel defeat before Atlanta—loss 6,000....	"	28	Savannah captured by Sherman, with 150		
Springing of a mine before Petersburg—			guns.....	"	21
Union loss 2,500 killed and wounded, 3,000			Fort Fisher bombarded by Porter's fleet...	26 & 27	
prisoners.....	"	30	Gen. Granger's Expedition marching on		
Chambersburg burned by McCausland.....	"	30	Mobile.....	"	28